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AUTOSPORT

Ian Titchmarsh reviews the club racing scene





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AUTOSPORT

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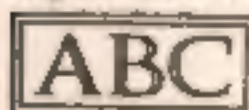
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Sports-starved enthusiasts flocked to Lydden last Sunday to see Don Gilham secure the WD&HO Wills Rallycross title. It does show that the sport's prospects are as bleak as they are painted.



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AUTOSPORT, FEBRUARY 8, 1973

EDITORIAL

Time to act

Any attempt to make British racing circuits safer for competitors and spectators is welcomed by almost all parties in motor sport so long as these measures do not endanger the future of the circuits on a financial basis. The new RAC regulations. Perhaps it's because accidents involving fire operations. At present the future of a number of British club circuits is in doubt for 1973 unless there is a compromise on this situation.

Of all safety aspects, fire precautions at race circuits is one topic for which the RAC are frequently issuing new regulations. Perhaps it's because accidents involving fire and injury are susceptible to gaudy world-wide press coverage. Nobody would argue that stringent fire arrangements are necessary at circuits which hold international race meetings, but it is disputable whether similar stringent applications are needed for other British circuits which are used primarily for national and club championship classes. Of course, the life of a clubman is just as important as the life of a Grand Prix driver but their significantly different types of racing, according to Browning, do not necessarily require the same safety precautions.

In the past years the RAC's new safety requirements have been carried out, sometimes begrudgingly, by circuit owners. Spectator amenities get continually pushed back in order of priority as more sleepers and fire points are installed. Lydden attempted to fight the RAC's demands last year, without success, but now BRSCC's executive director Peter Browning has challenged the RAC in the new issue of *British Racing News*. The full points of Browning's remarks are published in *Pit and Paddock*, but basically he is calling for a slackening of the costly fire requirements at circuits purely used for club racing. That would mean certain circuits (such as Rufforth, Castle Combe, Llandow, Cadwell Park and Lydden) could hold races for the British national formulae, but not the International FIA formulae, and as a result, those circuits could dispense with the fire points required at such circuits as Brands Hatch and Silverstone. Browning discusses in more detail points which could contribute to safer racing such as the compulsory wearing of seat belts and of fireproof clothing and the limiting of fuel carried by cars in club races, rather than having fire fighting points every 200 yards.

Anyone who challenges the RAC on safety aspects is treading on dicy ground, for it is the RAC who have to answer the questions in the coroner's court. But Browning's proposal to differentiate between International and club circuits seems a sensible compromise if it means that many club competitors are otherwise going to be deprived of racing on four of the British club circuits, particularly during this period of greater participation at club level. For the club competitors, more old airfields could be venues for a club's members' meeting with no spectators being allowed to attend, if the RAC eliminated the need for many of the safety precautions.

The time has come for the clubmen to speak up. Unless they do now they might find themselves at the beginning of March without some of the circuits they have raced on for years. It's their racing that's being discussed. Do they want fire fighting points every 200 yards or do they want to race at Rufforth and Cadwell this summer? It should be as much their choice as the RAC's.

our cover picture

One of the features of British club racing in 1972 has been Formula Atlantic, despite early regulation squabbles. Cyd Williams, Atlantic runner-up, leads Tom Pryce off the line at Brands. See Ian Titchmarsh's review, starting on page 18.

Photo: Peter Burn

Pit and Paddock

GPI to invite USAC cars

Grand Prix International have embarked on the second project to sort out Grand Prix racing. Following their successful request to the CSI to allow F2, F5000, G7 and so on into World Championship events if the organisers cannot fill their grids, they have announced that three or four USAC cars will be invited to compete in a selected number of Grand Prix this year.

GPI executive director Henri Treu has discussed the project at length with Dan Gurney, who expressed a desire last November to pitch one of his Eagle USAC cars against an F1 car at the Nürburgring. Gurney naturally enough is very enthusiastic about the prospect. Treu also found an ally in Enzo Ferrari with whom he discussed the project last week. Ferrari is a great supporter of the idea to get a unified formula for America and Europe.

For the spectator the thought of the 2.6-litre turbocharged cars giving 800 bhp racing against the 480 bhp cars is obviously very exciting however the F1 constructors, Ferrari excepted, are unlikely to welcome the idea. Already McLaren director Teddy Mayer has launched an attack on the idea. In the *Daily Express* last Monday he said, "Not only do the Indy cars not comply with F1 specifications, it's like racing a Jumbo jet against a night fighter."

Although the USAC cars have a great power advantage they will lose out in other ways. Basically they are designed to go round oval circuits and only have two forward gears. They also have to weigh a minimum of 75 kg more than an F1 car. The

USAC cars will be allowed to run with special fuel as they do in America.

No details about which cars will be invited or which circuits they will go to have been announced yet. Dan Gurney will obviously be invited and it is thought that Parnelli Jones and Roger Penske will be invited to send cars.

The Nürburgring is where Gurney wanted to hold his challenge match and this would probably be one of the circuits involved. The others which look fairly suitable are Paul Ricard, Silverstone and Österreichring. Graham Hill, the GPI promotional and publicity chief, is currently working on a number of projects for promotions this year. At the Monaco round table conference GPI had the assurance of Ken Tyrrell, Phil Kerr and Jackie Stewart that they would grant their co-operation to promotional projects.

The ideas being worked on at the moment include informal gala balls and garden parties at which the public can meet drivers and constructors; special pre-event displays at which the public can meet drivers, see cars and obtain autographs and photographs; mobile cinemas touring within a 70 mile radius of the circuit in the week prior to GP giving free shows and selling advance tickets; specially prepared cinema advertising films for all countries in all languages; GP cars on special display vehicles with banners and public address touring the area promoting the event during the preceding week and a series of TV and radio programmes tied in with specific races.

Trojan's F5000; Tauranac joins

The announcement of Trojan's widely rumoured Formula 5000 car this week coincides with another important move by Trojan—to have ex-Brabham director Ron Tauranac to develop the car.



Ron Tauranac — new post.

The Trojan, which has been developed from the McLaren M21 Formula 2 car, has already been tested by Keith Holland at Silverstone and Goodwood. But it

is not certain whether Holland will order one or will drive a works car. Discussions are taking place at present on whether to run a factory-backed car in both the European and US series.

The prototype, which uses an Alan Smith-tuned Chevrolet V8, is the first of a production line of 10. Price, ex-factory, is £5500. The conversion work has largely been carried out by Trojan's general manager, Bill Meece, and Paul Rawlinson the liaison designer.

In his function as development consultant, Ron Tauranac is now to sort the car. But the Australian, who designed the World Championship-winning cars of Jack Brabham and Denny Hulme in 1966 and 1967, said the job was not necessarily a full-time one. "I only came in last Friday," he commented on this week, "and I'm having a look over the place today." Tauranac was observed in close company with Lotus and Frank Williams during 1972, but dismissed all possibilities of further work with these two teams.

Trojan's managing director, Peter Agg, said, "One of the first things to do following our break with McLaren was to get design and development sorted for the new Formula 5000. And what better way to do this than have Ron join us?"



The new F5000 Trojan based on the F2 McLaren M21.

Vallelunga problems

There seems to be some doubt over whether the CSI will approve the regulations for the Vallelunga 6 hr sports car championship race on March 25. The Rome AC have indicated that only 22 cars will be able to start which, with the unreliability record of the current G5 cars, means that there will probably be few finishers.

If the full quota of works teams from Matra, Ferrari, Mirage, Lola and Alfa Romeo are accepted, this could account for 14 of the 22 cars which means that 2-litre and G4 cars will be severely restricted. It will also be necessary for the circuit, which has never held such an event before, to construct refuelling systems in the pits which so far has not been done. When it is completed the circuit will then have to pass an inspection by the CSI and GPDA.

BP sponsor F1200

BP have taken over from Duckhams as the sponsors of the F1200 championship this year. The series will be called the Super Visco Formula 1200 National Championship and with the recently revised regulations allowing 1300 cc engines is expected to be very healthy.

Continuing their excellent policy of letting all competitors have a share of the sponsorship money, the 750 MC have decided again to use the support as a refund on entry fees rather than as prize money. All competing cars will be required to carry decals in the colours of BP and bearing the full name of the championship.

Further details from 750 MC general secretary Dave Bradley, 16 Woodstock Road, Witney, Oxon (tel: Witney 2285).

Tarmac championship again

The Tarmac British Racing Championship will be run again this year in the same format as in 1972. The championship is open to competitors in International or International Open races in Britain during the year. Points will be scored on a 9-6-4-3-2-1 basis for the first six places. Only drivers from Britain and the Commonwealth who hold RAC licences will be eligible. If a foreign driver finishes in the first six the points will not be awarded. A further two points

will be awarded for the driver or drivers setting fastest lap. The overall winner, the British Motor Racing Champion, will receive £2000.

After a quiet start in 1972 the championship hotted up towards the end of the year when Roger Williamson had a chance of catching Frank Gardner. Both contestants moved into different classes of racing in order to win the title but Gardner just kept his advantage. Ladbroke's will be running a book on the championship this year.

Club circuits threatened by new RAC fire rules

A major confrontation between BRSCC's executive director Peter Browning and RAC Motor Sport's deputy director Basil Tye (who issues circuit track licences on behalf of the RAC), is brewing over fire requirements at club circuits in 1973.

In the current *British Racing News*, Browning states how the RAC are not prepared to issue a track licence for temporary circuit and that almost the same safety and fire fighting standards for "international" circuits must now be applied for all other tracks. "With motor racing thriving at club level as a participation sport, we cannot afford to lose any of our tracks," says Browning, but he does feel there is too much motor racing open to the public. Browning emphasises that the club circuits need not have such stringent safety requirements.

Naturally everyone agrees that the life of a club driver is just as important as a Grand Prix star, but Browning does not feel that the dangers are comparable and "I feel, therefore, that there is room for compromise and thus some relaxation on the RAC's part."

New fire regs

Browning states that it is the fire fighting area, where Basil Tye at the RAC Motor Sport Division is demanding too expensive aspects for club circuits. "At Rufforth, for example, our Northern centre have now got to provide fire fighting points every 200 yards around the circuit. That means 10 points with the minimum requirements of four extinguishers per point costing £110 per installation. That's a total of £1,100 for extinguishers alone, and, on top of this, must come the cost of building, and surrounding by Armco, the fire fighting points themselves," stated Browning.

RAC's Basil Tye states that "one has got to put oneself in the position of having to attend the coroner's inquest and of having to answer for the safety measures that were applied to the circuit."

However Browning argues that "we can never achieve the ultimate in safety and thus I feel we must all accept certain compromises."

"First, I think it is time that the RAC ruled that competitors wear flameproof overalls—at the moment drivers are only recommended to do so. Secondly, I feel that there is now sufficient evidence and public opinion to make the wearing of seat belts compulsory—after all they are compulsory for single seaters, why not for saloons and sports cars? These new rules are far more likely to impress the coroner in my opinion than the fact that fire fighting points were established at 200 yard intervals around the circuit."

"Thirdly, and most important, I feel that all safety measures and fire fighting facilities should be relative to the type of

vehicle and, in particular, to the amount of fuel it is carrying. I know that you can have a pretty horrific fire with only a couple of gallons but it is surely ridiculous to demand the same fire fighting services for an 80 mph G1 car carrying three gallons of fuel and a 160 mph Grand Prix car with 50 gallons on board. When you land at Biggin Hill you don't expect to find the same fire fighting services available as at Heathrow because you don't land Jumbo jets there."

Compromise needed

In summing up, Browning states "as a compromise I feel that we should consider a limitation on the class of cars that can race at club circuits, exclude all the international formulae and restrict club circuits to club formulae. This would be no hardship to most organisers, it would

safety precautions are carried out, and of course, there is Lydden again—will they be prepared to carry out more safety precautions, after last year's squabbling?

Browning's challenge

In recent years, great steps forward have been taken in safety features at circuits, in marshalling and in marshals' rescue units, for which the RAC are trying to establish a separate association from the RAC, to look after and co-ordinate the safety vehicles. With the RAC's need for 200 yard fire fighting points, comes another question of obtaining enough competent marshals to operate the extinguishers and to man the extra posts.

The RAC do have a difficult task of laying down safety requirements, but when it means closing down at least four of



Typical characteristics of Cadwell Park, a circuit threatened with closure.

control lap speeds and possibly some relaxations could be made in safety requirements. I also feel that consideration should be given to limiting the maximum amount of fuel carried to, say, three gallons at these club circuits with race distances kept down to an appropriate length. This would reduce the fire risk and again it would cause no hardship to competitors."

Circuits threatened

BRSCC's special interest is in their northern airfield circuit, Rufforth. If the new fire fighting requirements are enforced, Rufforth would probably have to close down. Croft has this winter spent at least £6,000 on fire fighting improvements to the circuit, money which could be better spent on improving the amenities to attract more spectators there. Cadwell Park are not prepared to meet the new safety requirements and will run the circuit just for motor cycling. Llandow is another circuit which at present doesn't hold a track licence for 1973 until these

our "club" circuits, Peter Browning feels the time has come for someone to challenge the RAC's present policies. And at present, who can challenge Basil Tye? The Race Committee appointed by the RAC aren't even allowed to.

Browning concludes that "if the three proposals previously mentioned, were to allow club circuits to reduce their commitment on fire fighting facilities by even one-third then that alone would go a very long way to keep Rufforth, and other circuits, in business."

● BRSCC's executive director Peter Browning recently announced his engagement to Elizabeth Oliver.

● The Clubman's Register announced this week that the drivers agreement not to use slicks in the formula has been lifted with immediate effect.

● Nigel Stovin-Bradford, who campaigned a G1 Hillman Avenger GT last year, will run a Hillman Hunter GLS in both the Britax and Castrol championship this year, sponsored by Shell-sport.

Matich wins

The fifth round of the Tasman series took place at Surfers Paradise, Queensland, Australia, on Sunday. The first of the Australian races was won by the all-Aussie combination of Frank Matich in his own Matich-Repco



Matich — first Tasman win.

A60. Averaging 102.85 mph over the 100 miles, he finished just over 30 s ahead of reigning champion and current series leader Graham McRae in his own STP McRae GM1. Just 7.3 s behind McRae was Max Stewart in his new Lola T330.

Series newcomer John Walker in another Matich-Repco was fourth, 6.5 s ahead of Sam Posey's Surtees TS11. New Zealand GP winner John McCormack finished sixth one lap down while former champion Graeme Lawrence, making his comeback race after his nasty accident last year, was seventh with his new Surtees TS15 F2 car. The ultra reliable Nordake Takahara in his BT36 was eighth. Both Steve Thompson and Alan Rollinson retired. Matich set fastest lap at 68.0 s, 105.8 mph.

White at Chevron

Grahame White's new job has at last been announced—he is to become director of sales and publicity for Chevron Cars. Grahame, who started the new job last week, will be based in London and at Chevron's Bolton factory.



White—director of sales and publicity for Chevron.

White resigned as secretary and general manager of the BARC at the end of last year following disagreements with the council. In his new role he will be directly responsible to Chevron's joint managing director, Derek Bennett and John Bridges.

Amon talks with Tecno



Chris Amon—Tecno involvement.

From Italy comes news of a surprising situation in the always mystery-enshrouded Tecno Formula 1 team. Their new Formula 1 car has been the subject of many rumours, but the Italian press has now revealed that in fact two separate designs and designers are involved. Continuing the trend in which Italian constructors are calling upon British abilities in the chassis field (the Ferrari chassis being constructed in Northampton had wide publicity recently), a British-designed rolling chassis has been commissioned.

The Martini-Tecno team, sponsored by Martini and under the management of David Yorke, is the official Tecno F1 effort and Martini, unimpressed with 1972's cars and results, turned to Britain for their 1973 car. According to the Italian press they went to a man called Sowell; this turns out to be 35-year-old Gordon Fowell who has recently formed his own design company, Goral. Fowell first entered the automobile field with the Gitanes, a prototype 1-litre of the early 1960s which was the first British rear-engined GT, and since then has designed hydrostatic transmissions, dumpers, industrial trucks and waste disposal systems, and has many patents to his credit.

The monocoque for this car is now being constructed by—surprise, surprise—John Thomp-

son in Earls Barton, Northampton: he's the man responsible for the "British" Ferrari. The chassis is scheduled to be ready for the Spanish Grand Prix.

Meanwhile Tecno boss Luciano Pederzani was not too happy at the way his 1973 car was being taken out of his hands, and so he employed New Zealander Alan McCall as a full-time designer at his factory in Bologna to produce a rival chassis. Ex-McLaren man McCall was responsible for the Tul, which in Formula 2 form raced successfully last year. The situation seems to be that the two cars will compete against each other, as far as pre-race testing goes at least.

As far as drivers are concerned, it is no secret that both Martini and Pederzani have been talking to Chris Amon, who is still without a Formula 1 drive since his split with March last month.

Tecno have also approached Tim Schenken, who might be able to drive for them until the Rondel Motul F1 car is ready towards the end of the year, although he would prefer to stay with Ford power and Goodyear tyres.

However, stories of a split between the Pederzani brothers, who have run Tecno between them for so long, are apparently wide of the mark. Luciano, the elder, directs the company and is actively concerned in the engine design side, while Gianfranco, the younger, is still involved although he intends to spend less time at the factory as his separate jig-boring business is taking up a lot of time. The flat-12 Formula 1 engine—the most successful aspect of last year's car—has been further developed over the winter, as has also a flat-5 2-litre version built up from a blown-up 12.

Also on the drawing board is a flat-6 3-litre mill, the Type 3008, which will be running in the early spring and is envisaged as a replacement for the 12 in the new F1 car.

Dave Charlton's Lotus 72D on the way to an easy win in the second round of the South African Championship at Kyalami.



Players back the big F3 Championship

Players have finally announced that they will be sponsoring the major British F3 Championship this year instead of Shell.

The series will be known as the John Player Formula Three Championship and will feature at least a dozen international races in Britain and Europe. 12 dates have so far been finalised and it is expected that a couple more will be added during the year.

Each race will carry a £2,000 prize and travel fund with a further £200 from each UK round contributed towards a year's-end championship prize fund. Total awards currently stand at £26,400 with a final figure of £30,000 already in sight.

Championship points will be awarded on the basis 20-15-12-10-8-6-4-3-2-1 for the first 10 places in each race. All rounds will count towards the championship. There will be double points, but not double money, in the final round. The end of season prize fund will be shared out at the rate of £2.50 per point scored in the British rounds.

Championship stickers, competitors will be pleased to know, do not have to be carried.

The prize money and travel expenses scale for entrants crossing the channel only will be as follows: 30 starters (no heats) £200 for first down to £20 for 30th. For 30 starters in two heats and a final it will again be £200 to £20 with an additional £25, £25, £15 and £10 being paid for the first four in each heat.

For 20 starters in two heats and a final the final finishers will be paid £200 to £20 for the 20 finishers with £10 being paid to each heat winner and £10 to each additional starter.

Travel money for competitors having to cross the channel will be £50 per car for 10, £42 for 12 and £33 for 15. This scale means that everyone who starts a final will always receive at least £20 even if he only moves a matter of inches.

The confirmed dates for the championship are: Silverstone, April 8; Oulton Park, April 20; Mallory Park, April 23; Oulton Park, May 28; Monaco, June 3; Paul Ricard, July 1; Silverstone, July 14; Brands Hatch, July 29; Brands Hatch, September 30; Oulton Park, October 6; Mallory Park, October 14 and Brands Hatch, October 21.

● South African Formula Ford driver Roy Klomfass recently arrived in Britain, to set about plans to contest Formula Ford racing in this country. Klomfass established some notable performances in the 1972 South African Sunshine series with a Lotus 69, finishing third in the final classification behind Tony Brise and Ian Scheckter.

Klomfass will be driving a new Royale in British Formula Ford races.

Rondel withdraw from Mallory

In a surprise announcement on Monday, Rondel Racing announced that they would not be going to the opening round of the European F2 Championship at Mallory Park. Although not one of the 12 basic events it is the first F2 event of the year and the first of the optional races.

The statement read, "After giving the situation much thought Rondel Racing decided that the team's overall objectives for the season would be better served by a period of further intensive testing." So instead of going to Mallory, Rondel will be on their way back from two days testing at Paul Ricard, which will be carried out in conjunction with Goodyear, whom they are contracted to for a second year.

All five drivers, Tim Schenken, Jody Scheckter, Bob Wollek, Henri Pescarolo and Jean-Pierre Jausaud are expected to be at the French circuit on March 5/6. Scheckter flying back from the South African GP. Three or four of their new Motul M1s will be taken to the circuit.

The statement went on to say: "Naturally Rondel regret that they will not be able to run at Mallory Park particularly as it is the Radio Luxembourg Trophy race, and Luxembourg are one of their sponsors. Radio Luxembourg appreciate the situation and feel that both parties' interests are better served by adopting the present course of action."

This means that the first appearance of the five-car works team will be at Hockenheim on April 8. Rondel confirmed this week that there will be no replacement for Johnny Gerber in the non-French team.

F1 Ensign team confident of entries

Following a story in the Daily Mirror last week stating that Ensign would be unable to get any entries in Grand Prix this year because of their lack of experience, Mo Nunn told us at the beginning of this week that the story was completely unfounded and that he did not envisage any problems with entries for Rikkl von Opel.

Work on the car is progressing well and the first monocoque is expected to be delivered this week. Nunn hopes to move into his new factory in the next week or two and an all-out effort is being made to have the car ready to take to South Africa. If there are delays then Mo says that the car will make its debut at the Race of Champions. A great deal of interest is being taken in the project, not only by motor racing people as TV in the Midlands have worked out that it will be the first F1 car to be built in the Midlands since 1912.

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Tawny, catmeal trim, 4 speed
White, black trim, 5 speed
Lagoon, black trim, 5 speed

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☐ H C saffron/white, black trim
☐ H C lime/white, black trim
☐ H C saffron/white, black trim

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Cajon/silver, black trim, 5 speed
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The FIA YEAR BOOK — the world's leading and most authoritative motor sporting reference book — is published on February 12. Indispensable to all enthusiasts, competitors and officials, it is always a sell-out within weeks, so please place your order NOW, using the coupon below. Here are just some of the contents . . .

Rules and regulations

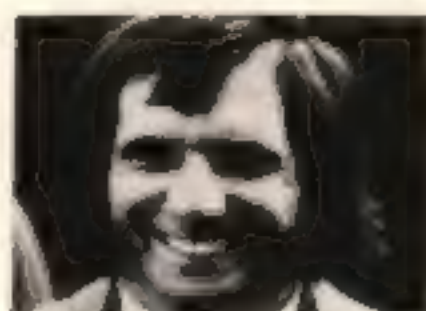
If you are involved in international motoring sport as an entrant, competitor or official, clear and up-to-date knowledge of the regulations is essential. The FIA YEAR BOOK contains the full texts of the International Sporting Code (including Appendices H and J), the official FIA Championship regulations, the current homologation list and the latest safety criteria for motor racing courses.

Car pictures

The FIA YEAR BOOK caters for the armchair enthusiast as well as the professional. The car picture section has nearly 100 shots of the leading competition cars—from Abarth to Tui—with potted specifications. There is particularly detailed coverage of last season's Grand Prix contenders, with technical information and lists of drivers, plus a separate section on the top rally cars of the year.

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Besides the International Sporting Calendar to tell you what's happening, where and when, the FIA YEAR BOOK gives you the name, address and telephone number of the organisers of each event, while the week-to-a-page layout of the Calendar can be used as a diary. Additionally, there's a separate rally fixture list, plus detailed 1972 FIA Championship results and full lists of previous winners over the years.



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If you want to know what any one of 155 top racing drivers looks like, the FIA YEAR BOOK will show you. There are illustrated biographical details of the 35 drivers who are graded for 1973, plus photos of another 120 of the most successful drivers in racing today. Besides this, there is a separate car and driver picture section devoted to the winners of the 1972 FIA International Championships.

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One of the most popular and useful features of the FIA YEAR BOOK is the yellow circuit section. Here you will find details of most of the world's leading racing circuits and hill-climb courses — 104 of them in all. So if you need to know who holds the lap record at Albi, how to get to Kinnekulle Ring, how long the circuit is at Tarumä, or the telephone number of Zolder — buy the FIA YEAR BOOK.

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First Brazilian GP

Brazil's first World Championship race is due to take place at Interlagos, near Sao Paulo, this Sunday. After his Argentine GP win, and in front of his own very patriotic crowd, Emerson Fittipaldi must start favourite.

The field that lines up for this, the second of this year's 15 World Championship rounds, is identical to the opening round with the addition of Luiz Bueno in the Surtees TS9B which James Hunt will drive in the Race of Champions. It will be Bueno's second ever F1 drive.

With the exception of the UOP and Martini teams, 1973 regulars will include Fittipaldi and Peterson (JPSs), Cevert and Stewart (Tyrrells), Regazzoni, Beltoise and Lauda (BRMs), Hulme and Revson (McLarens), Hailwood and Pace (Surtees), Ickx and

Merzario (Ferraris), Jarier and Beuttler (Marches), Ganley and Galli (Iso-Marlboro), and Wilson Fittipaldi and Reutemann (Brabhams).

The race is being sponsored by TV Globo, Souza Cruz (who make Hollywood cigarettes and are big motor racing sponsors in Brazil), the Peixoto da Castro oil company, IBM of Brazil and Sao Paulo's tourist office.

Security arrangements on the five-mile track are apparently very comprehensive. The organisers have lined up 200 marshals, and there will be 140 firemen, 400 policemen and a further 200 traffic marshals. The organisers also have on hand two big chemical riot control guns in case of emergencies.

Woe-betide the winner if he's not South American!

Brands GP circuit test day

For the first time ever Brands Hatch is opening the Grand Prix circuit on a Sunday for general practice and testing by cars and motorcycles.

The 2.65-mile circuit will be available on February 25 because this year's racing programme features less than normal use of the long track.

There will be three separate sessions each of which must be booked in advance on a non-cancellation basis.

The first for motorcycles, will be from 9 am to 10.30 am. From 11.30 am to 1 pm the track will be available for saloons and sports cars at a cost of £8. The whole afternoon, from 1.30 pm to 4.30 pm, will be left for single-seaters at £12.

Bookings, accompanied by the appropriate fee should be sent to the Services Manager, Brands Hatch Circuit Ltd, Fawkham, near Dartford, Kent, DA3 8NG, or to the BRSCC, Empire House, Chiswick High Road, London, W4.

New McLaren tests

The new Formula 1 McLaren M23 proved highly successful in its first testing session at Goodwood last week, driven by Denny Hulme. The new McLaren, which will be officially announced with the team's sponsor Yardley a week on Friday, apparently lapped at least half a second quicker than the fastest time achieved with McLaren's current Formula 1 car, the M19C. And that was on its first outing. The M23 is expected to make its debut in the South African Grand Prix, at Kyalami, on March 4, where the team will run two M19s as well for Hulme, Pete Revson and Jody Scheckter.

Starting work at Edenbridge last Monday was former BARC Competition Secretary John Wickham. He takes over from Peter Briggs the management of the Matchbox Team Surtees Formula 1 team. Jochen Mass will lead the non-graded attack in a new TS15 hoping to inherit the title from Surtees number one driver Mike Hailwood. Hailwood and his fellow Surtees F1 driver will appear in the team when their respective Gulf Mirage and Ferrari sports car drives permit.

Henton buys F3 GRD

Brian Henton, the 25-year-old Derby driver, will be doing a full season of Formula 3 this year with a new GRD 373. Henton, FV champion in 1971 and second in the FSV championship last year, made the move because,



Brian Henton — "going to win."

"In Britain no one takes any notice of Super Vee so I've moved over to F3. Coming second is no good to me and I intend to win the John Player F3 Championship."

Henton has bought two Holbay engines from Roger Williamson: "Roger has given me an enormous amount of help over the past couple of months. With his knowledge behind me I intend to be one of the front runners in F3 from the drop of the flag for the first race."

Henton is financing the project himself and to emphasise the fact and his intentions of going places it will have "Brian Henton racing for Brian Henton" painted on the side.

Belgian FF driver Patrick Neve will be contesting the STP FF Championship this year with a Shellisport entered Merlyn Mk 24. Neve has been one of the Jim Russell Racing Drivers' School best pupils in the last couple of years and was run by them last year in a number of Daily Express FF rounds at Silverstone, one of which he won.

Penske drops F5000 plans

It seems likely that Roger Penske will not after all be running an American Motors-powered Lola for Mark Donohue in this year's L&M Formula 5000 series. The recent garage fire which destroyed the car and a large number of Goodyear tyres would seem to be the reason for the cancellation.

But Penske has not yet confirmed the F5000 cancellation. Instead, the announcement came from American Motors brass, who stated that a corporate decision has been made to concentrate on their NASCAR programme with an AM Matador. Donohue won the opening championship race at Riverside a couple of weeks ago in this car.

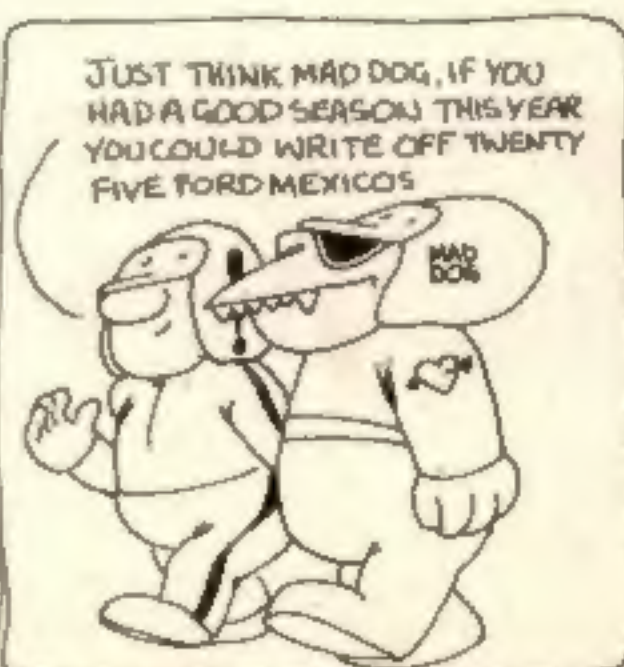
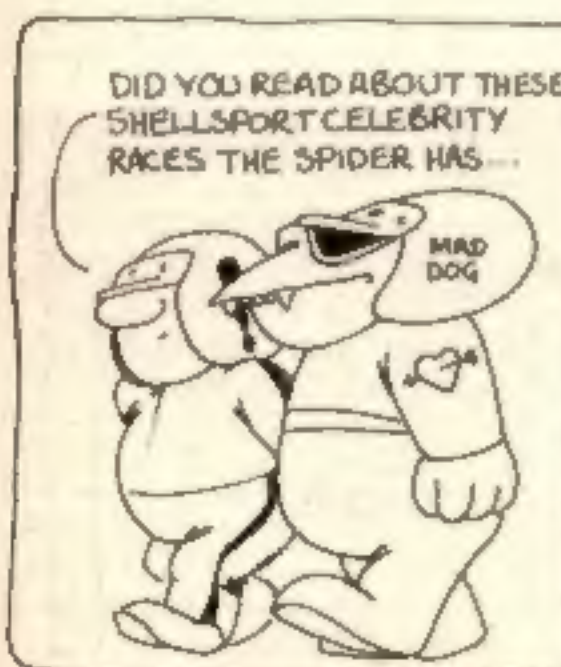
Penske has recently made some uncomplimentary remarks about USAC's politics in the American motor racing press. Apparently USAC was beginning to bring pressure on the licence status of both Penske and Donohue if they were to campaign the SCCA F5000 series in preference to the USAC championship trail.

Whatever the reason, the loss of the car in the garage fire undoubtedly upset Penske's planning, for he had intended to test the F5000 Lola during the latter part of January and early February, and then shelve the whole project to concentrate on CanAm, NASCAR and USAC efforts.

INTERNATIONAL DIARY			
February 10/12	Catala Rally, Spain.		
February 11	Interlagos	Brazilian Grand Prix (Formula 1, round 2, World Championship).	
February 12	Warriner Farm, Australia (Tasman, round 3).		
February 13/18	Swedish Rally, Sweden.		
February 16	Florida Citrus 500, USA (NASCAR).		
February 18	Daytona 500, USA (NASCAR).		
February 19	Sandown Park, Australia (Tasman, round 4).		
February 25	Adelaide, Australia (Tasman, round 7).		

CATCHPOLE

By Barry Foley



● Prospective spectators for the GKN-Daily Express Silver Jubilee International Trophy meeting on April 8 should rummage through their attics and try and find a copy of the programme for the first ever International Trophy meeting on August 20, 1949.

The address to send the programme to is the Circuit Manager, Silverstone Circuit, Silverstone, near Towcester, Northants. NN12 8TN.

It seems that this year's JCB series will be abundant with Maserati 250Fs. In addition to the cars for Neil Corner and Willie Green, it is suggested that Alan Cottam, previous of Connaught fame, will drive a 250F from the Cameron Miller stable, and Chris Warwick Drake has added a 250F to his collection.

The cars, which will use Vegantune engines, will be run by former F3 drivers Patrice Compain and Henri de Chaunac and be entered under the name Orecia. They will contest the French and Players championships.

Vince Granatelli, Andy's son, announced that STP also hope to use McRae in their Indianapolis testing programme when he is not busy in this year's L&M series.

STP will also continue to back stock car king Richard Petty in his efforts to clinch his fifth NASCAR championship. Last year Petty, driving an STP-Plymouth and Dodge, won an already unprecedented fourth championship. This year the STP-Petty organization will field a Dodge in the early races.

● Carl Hogan, one of the major American F5000 entrants, will be entering his two new Lotus T330s in the first three rounds of the Rothmans British Championship. The cars will again be sponsored by Haggard Slacks and the same pair of drivers, David Hobbs and Brett Lunger, will be driving.

The course, which is intended to improve the standard of marshalling and act as a refresher course for regular marshals, will cover theoretical and practical work with lectures in the morning and circuit work in the afternoon. All aspects of marshalling will be covered in two separate courses, one for novices and one general. The day will start at 9 am and anyone wishing to take part should write to P. Morom, 87 The Ridgway, Flitwick, Beds.

The Ensign will be looked after by Colin Bennett, one of the most experienced mechanics in F3, who formerly worked for Emerson Fittipaldi at Lotus, building his famous F2 Lotus 69.

In 1970 he started John Bather Engineering with Natalie Goodwin, specialising in race and rally preparation.

AUTOSPORT sends its sympathies to his wife Eveline and young son Robert.

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Porsche spring a surprise

Story and pictures by JEFF HUTCHINSON

The new Porsche Carrera 911 scored a model competition debut victory at Daytona Beach, Florida, last weekend when Peter Gregg/Hurley Haywood scored a fine victory. They finished 22 laps ahead of the Ferrari Daytona of Milt Mintner/François Migault after 24-hr of racing run under clear cool skies. The 3-litre prototype challenge was dead by half distance after early race leaders Mike Hallwood/John Watson fell out with broken rear suspension on their V8 Gulf-Mirage M6. They were trying to make up for a 2 hr stop to replace a broken clutch release bearing, the same fault having put out team mates Derek Bell/Howden Ganley who stopped with the same trouble in their similar car for the second time.

These delays let the lone Matra MS870 of François Cevert/Jean Pierre Beltoise/Henri Pescarolo take up the challenge for the lead, but after running steadily throughout it was out after 8 hr when the engine broke while Cevert was driving. The unsorted Gitanes Lola-DFV-T282 of Reine Wisell/Jean-Louis Lafosse/Hughes de Fierlant put up a brave fight to last a similar distance before it finally dropped out with ignition troubles aggravated by an inoperative alternator. After half distance it was the two semi-works Carreras of Gregg and the Penske entered car of Mark Donohue/George Follmer that dominated the race. Donohue/Follmer led until dawn when a piston broke and the car was retired, leaving Gregg/Haywood to carry on to an unchallenged victory in which they covered 2,550.5 miles at an average of 106.274 mph.

ENTRY

The entry for the 12th annual Daytona 24 Hour sports car race was poor. As the opening round of this year's World Championship of Makes it attracted only four of the latest 3-litre prototypes, while two older Porsche 908 variants made up the rest of the miserable sports car field. Notable absentees were, of course, Ferrari and Alfa Romeo, the latter not ready and the former not willing to start the season with a full 24-hr race after it had been changed back from the 8-hr event of last year. Very low start money simply made the decision to sacrifice points before

the season had begun even easier.

The people of Daytona Beach, were left with two Gulf-Mirages, a lone Matra and the Gitanes-sponsored Lola T282. Of the older Porsche 908s, the Lufthansa-sponsored 908/3 of Reinhold Jöst was a familiar 3-litre race entry, unlike the locally entered 908/2 also running. Also entered in the Group 5 class, and of special interest, were a pair of the new Porsche Carreras not yet homologated for the GT category. With four Ferrari Daytonas, that just about covered the list of likely winners of this race. Other strong runners which would undoubtedly be well up when the flag fell was one of the several

Shock winner: The Peter Gregg/Hurley Haywood Porsche Carrera.



Manufacturers' Championship/round 1

Corvettes entered on a whole bunch of Porsche 911s including the European championship Kremer car being shared by John Fitzpatrick.

Gulf's heavy American involvement assured the organisers of the JW-prepared Gulf Mirage M6s, and as announced a couple of weeks ago they brought two V8 Cosworth powered cars used during 1972 and the new, unraced, but much tested V12 Weslake powered car.

Since last year, considerable effort has been made to lighten the cars, primarily by the production of lighter body panels and the use of titanium, notably in the coil springs. This saved almost 100 lb on last year's cars, the V8 tipping the scales at scrutineering at 1,580 lb, while the V12 showed 1,637 lb because of its heavier engine. This last figure was virtually identical to that of the Matra. Other than a 1in longer wheelbase and other minor detail changes the V12 chassis is identical to that of the V8, the three chassis present being numbers 01/2/3 while 04/5 are being completed at present. Other changes include slight body reshaping to decrease drag an estimated 4 per cent.

Unfortunately the tale of the V12 at this race was a sad one, for after a lot of testing

before leaving for America all thoughts of using this engine for this race had to be abandoned after pre-race testing at Daytona. The severe 41 deg banking of the Daytona speedway brought up an unforeseen problem with the gearbox. Oil pump location and the centrifugal effect of the long bankings were starving the main pinion bearing of oil and as a result the team lost four boxes in under 1,000 km of testing, so when a specially tapped feed line to the problem bearing failed to do any good it was decided to run the two V8 cars. Drivers Derek Bell and Howden Ganley moved from the V12 to the chassis 0/1 and John Watson/Mike Hailwood stayed in their newer 02 chassis.

François Cevert/Henri Pescarolo/Jean-Pierre Beltoise were on hand to crew the single Matra entry which had probably the best chance to finish out of the 3-litre prototypes. Officially their car was identical to the 870 which Pescarolo used at Le Mans last year. The V12 Matra engine was de-tuned by fitting a rev limiter and longer inlet trumpets, which increased torque but limited revs to around 480/70 bhp. It produced about the same power as the Mirage V12 engine. For the 1,000 km race Matra will of course be using their "sprint" engines as used in F1 cars, these now giving over 500 bhp.

Looking very attractive was the new Lola T282, making its racing debut in the hands of Jean-Louis Lafosse, René Wisell and Hughes de Pierlant. This car had only had a few laps practice before leaving for America, the team expecting a very fraught weekend with their new car. They had to keep the testing down to a minimum as well, for they had no spare engine available for this race.

Last minute arrival was the familiar Porsche 908/3 of Reinhold Jöst which he was sharing with Mario Casoni and Paul Bancpain. The car got stuck in the hold of the cargo ship at Jacksonville and only arrived in time for the second day of practice. His car was in its usual blue/orange colours and other than a winter rebuild and engine build it was the same as last year. The local Porsche 908/2 entered was the Harry Bytzek/Bert Kuehne car entered by owner Bytzek from Canada. It was an old car which could be well up at the finish if the faster cars failed to keep going.

Creating a lot of interest in the G5 class, and tipped as strong favourites should the quicker cars have problems, were the two new works assisted Porsche Carrera 911s entered by Roger Penske and Peter Gregg for Mark Donohue/George Follmer and Peter Gregg/Hurley Haywood respectively. The Sunoco/Penske car was of course the

favourite and the Penske mechanics turned out the car in its usual immaculate form, this car running Goodyear radial tyres. Based on the prototype first seen at the Austrian 1,000 km last year, this production version looks very similar to the normal 911 but for a large lip on the rear of the body, and deep front skirt, while it features a 2.9-litre fuel-injected engine as opposed to the usual 2.7-litre motor, modified suspension and powerful Porsche 917 brakes. Power output is said to be around 310 bhp compared with the 285 bhp put out by the top 2.5-litre cars. Prior to collecting their semi-works car, however, Penske tried a 24-hour test at Paul Ricard and the engine broke (although it was the Tour de Corse car).

If it did then it would be well up for certain, as would the other car. Other Group 5 entries which could also be well up if they kept running were the 2-litre sports cars of which there were two Chevron B19s entered for Bill Barber/Charlie Kemp and Hugh Kleinpetter/James Gammon/Tom Shelton. Both cars were fitted with 1800 cc Cosworth engines, the former de-tuned by changing the camshaft, valve caps and seats to prevent the valve closing trouble that normally occurs when trying to run a standard FVC in a long distance event. Also running was an older Chevron B16 of Bobby Fisher/Tom Gloy fitted with a standard 1800 Cosworth engine.

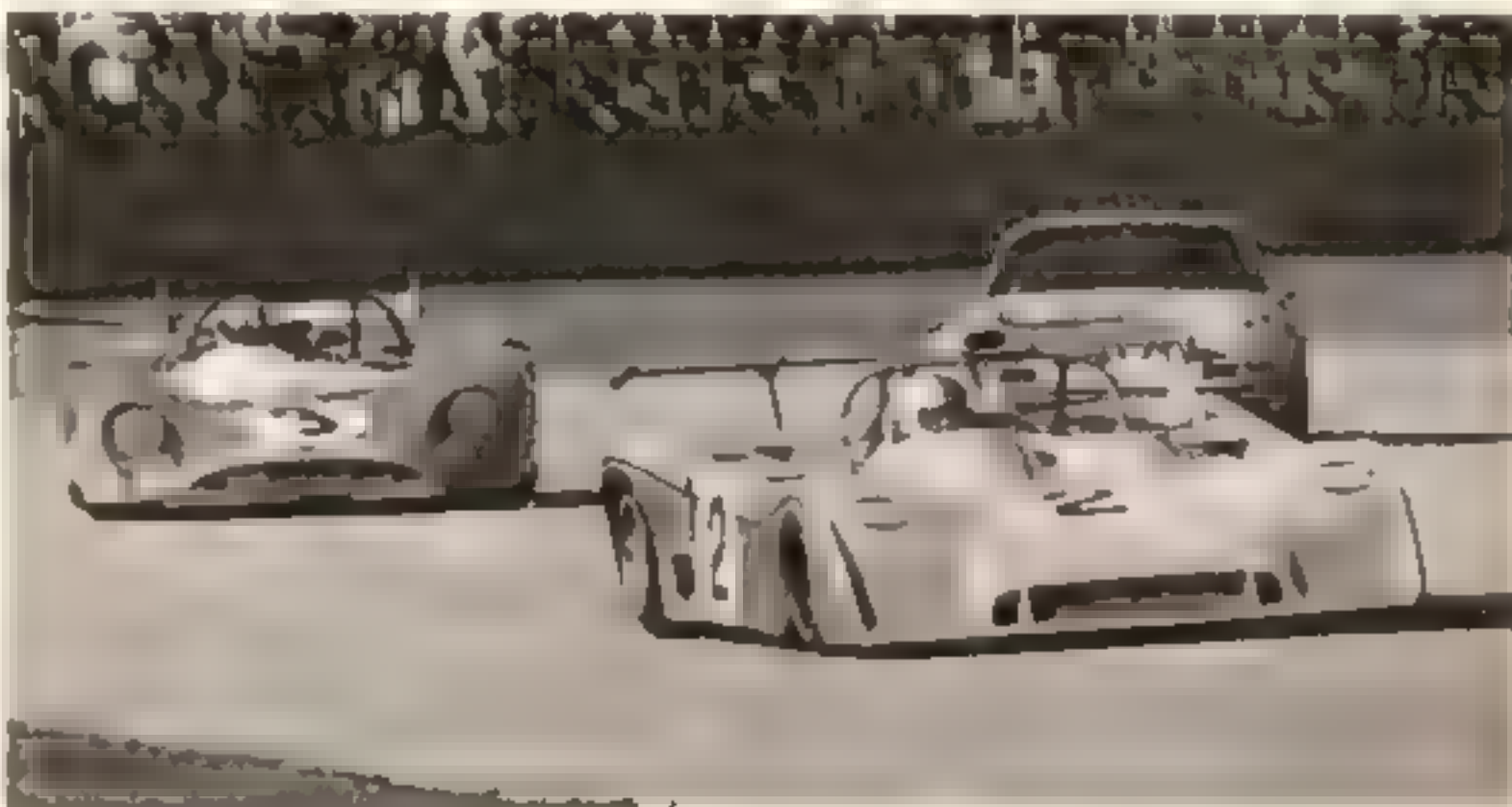
Unfortunately there were no European 2-litre cars this year to fill out the depleted prototype class.

As usual this race attracted a huge GT entry for which the four immaculately prepared Ferrari Daytonas entered by the North American Racing Team were strong favourites. These were to be driven by son of owner, Luigi Chinetti, Bob Grossman, Monte winner Jean-Claude Andruet/Claude Ballot-Lena, Arturo Merzario/Jean-Pierre Jarier and François Migault/Milt Mintner. The last named car was running radial Goodyears like the Penske car, these special tyres using only half the tread depth of road tyres.

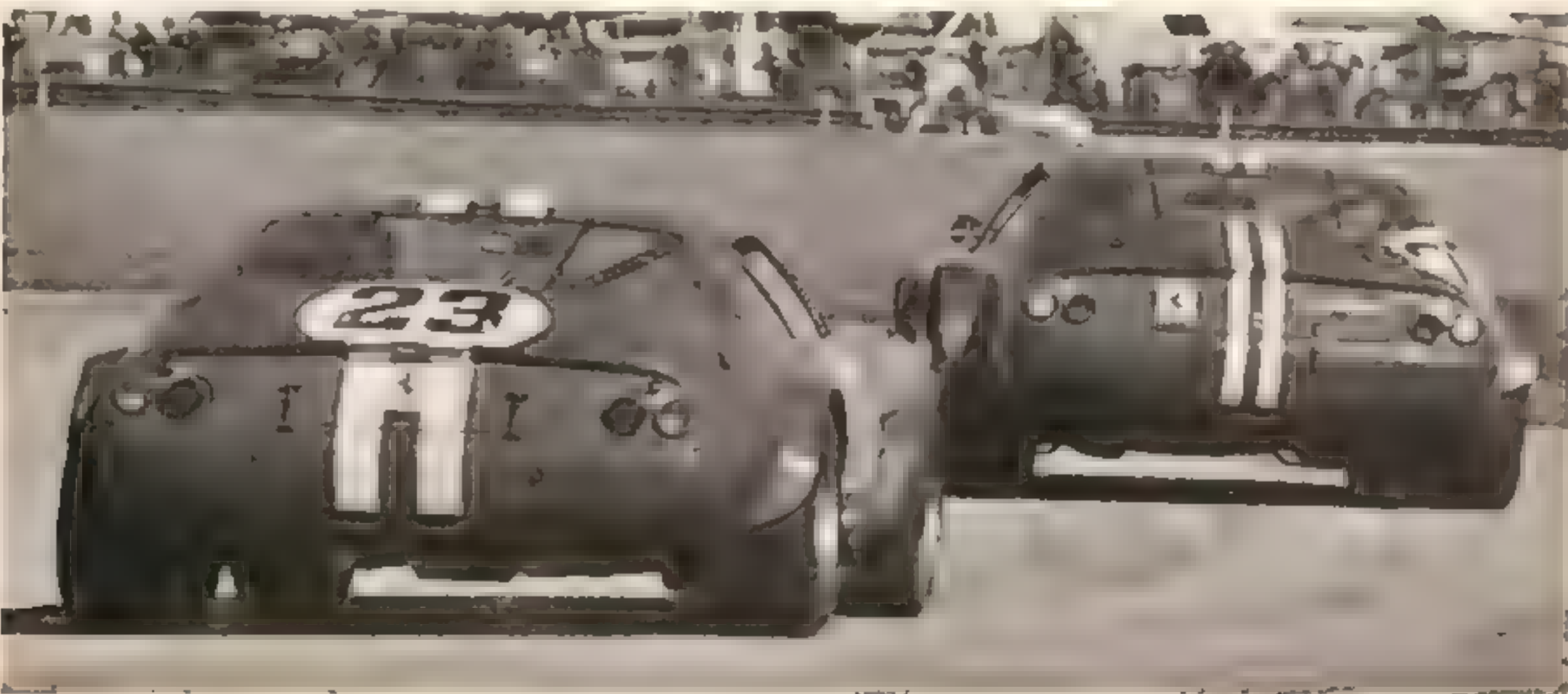
Their main opposition came from the two John Greenwood entered 7 litre Goodrich sponsored Corvettes of John Greenwood/Bob Johnson and Ron Graber/Don Yenke. Other quick similar Corvettes were driven by Tony De Lorenzo/Mo Carter and Jerry Thompson/Mike Murray/Ike Knupp. A host of 2.5-litre Porsche 911Ss filled the GT category the quickest being the familiar yellow/green car of Erwin Kremer's which he was sharing with usual co-driver John Fitzpatrick aided by Paul Keller.

In all around 80 cars were entered, of which 50 would be lucky to get a ride after practice despite the generous 140 per cent qualifying time allowed.

Hailwood's Mirage is pressed by Cevert's Matra in the early stages.



The Ferrari Daytonas of Migault/Mintner (leading) and Ballot-Lena/Andruet lap in close company.



PRACTICE

Practice was scheduled for 3hr daylight and 2hr night on Thursday and Friday, the 6hr of daylight practice counting for times. That's the way it was scheduled, but Florida, "The Sunshine State" proved to be otherwise and for all but 90 min of the time practice it poured with rain. After many cars had been caught out by the rain and been unable to qualify it was decided to run a further 2hr session on race morning.

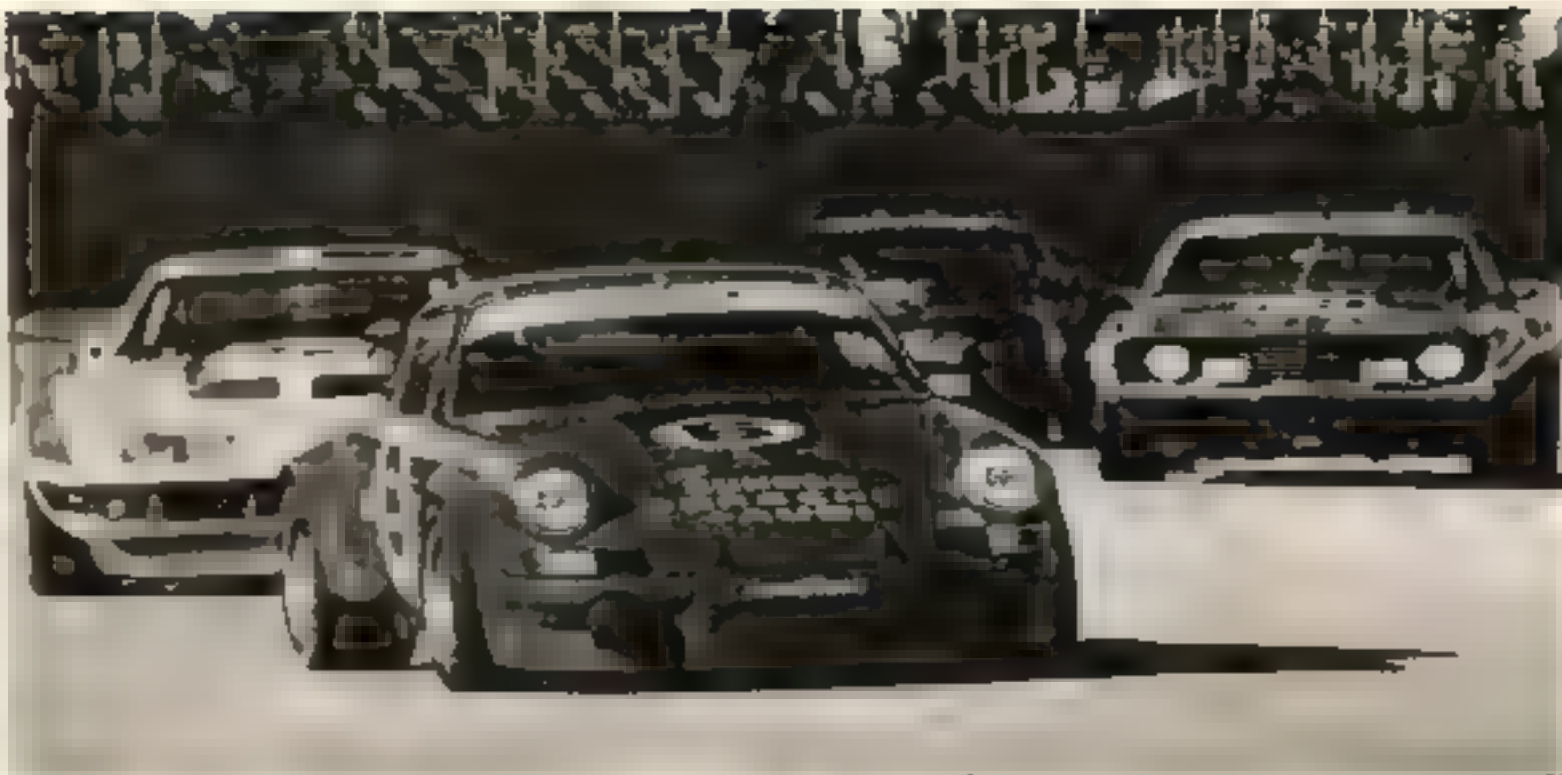
Despite having been practicing for most of the previous week, Gulf seemed far from ready when it came to Thursday's practice. They tried the V12 in the morning after carrying out the gearbox modification (and changing the engine after the original had proved very difficult to start) but after a few laps it came into the pits with the oil temperature gauge (specially fitted to the gearbox) reading 180 degrees and the box about to seize. Without wasting further time team manager John Horsman decided to concentrate on both the V8 cars, although these too were far from trouble free. The box on the training car failed after 1000 km for similar reasons to the V12. The team were also having a great deal of trouble with their new lightweight body panels which were far too soft and bending under high speed. A lot of time was wasted while all these had to be strengthened in suitable places. Watson had been doing most of the V8 testing before Thursday and had got under the record of 1 m 44.22 s set by the Ferraris last year with a best of 1 m 43.60 s. On Thursday afternoon Hailwood managed a 1 m 48.9 s in one flying lap before the rain started to fall and found himself quickest of the day. Gulf deciding to retire to the garage and change engines ready for the more serious affairs of Friday.

Matra splashed around for a few wet laps and did not break 1 m 50 s while the Lola did not go out until the night practice when after a few laps the rear wing buckled up. The same thing had happened at Ricard testing and it seemed as though the one central support added was not enough, so two more were hurriedly made up.

Matra changed the engine on Thursday night and after a shakedown on Friday morning all the cars were ready for serious pole chasing on Friday afternoon, all but Jöst and the Hailwood Watson car that is. Jöst went out for a few exploratory laps in the morning and after three laps the car suddenly burst into flame when leaking fuel in the cockpit ignited. Fortunately it was in a slow turn and Jöst jumped out unharmed, but the cockpit area was seriously damaged and it was not until late evening that enough of the car had been rewired and patched up to get it running again.

The No 2 Mirage's demise was not so dramatic. When mechanics warmed up the engine for the afternoon session the oil pressure disappeared after the pump belt had broken trying to shift the cold oil. This belt, right at the front of the engine, means the engine must come out before it can be replaced—a job of several hours. Practice started in earnest between Bell in the other Mirage and Cevert in the Matra. It was dry but threatening rain, so both drivers went out on qualifying "gum ball" tyres, the Mirage on Firestone (the same as used by Regazzoni in Argentina) and Cevert on similar Goodyear rubber. Bell hauled in and got by Cevert around the banking, the Mirage seemingly much quicker. This dice carried on for several laps, Bell never getting a clear flier and finally calling it a day with a best of 1 m 45.51 s which was enough to earn him pole. "On the banking I could feel the car slowing as the body touched the tyres, but I had to try and get in at least one fast lap," he said afterwards.

Cevert returned to the pits with the front right tyre chunking as the heat build-up on the banking had proved too great. The car was changed to harder tyres on which Pescarolo could not improve. Beltoise did not even bother to go out. Ganley's car was having a bigger radiator fitted when the heavens opened and the rain poured down, so that



Donohue's Porsche Carrera leads Heinz's Corvette, and assorted American machinery

was practice. Wisell had only managed a few flying laps to determine that the front springs were far too hard, the car not surprisingly taking fourth fastest time behind Hailwood's Thursday time despite only a handful of laps.

The only other excitement of the rather boring practice sessions was when Minner spun, his Daytona kissed the banking wall and lost its bonnet in the process. The car suffered only minor damage, however, and was soon repaired for the race. Meanwhile the day before Ferrari men had replaced two blown engines (one a valve problem, the other piston) in just 4 hr.

Saturday morning saw both the JW cars out for final adjustments, while the Matra did not appear and surprisingly nor did the Lola which was starting the race after very few laps and very much unsorted. After a hard night's work the Jöst mechanics got their Porsche 908 looking a lot more ready for a 24 hr race and all three drivers qualified the car without any further problems. But they were still obliged to start at the back of the grid, as were the other six cars which also managed to get below the minimum qualifying time of 2 m 19.05 s.

The first eight rows of the 53 car final grid lined up as follows:

GRID	
1. Bell in Mirage	21. Cevert in Matra
2. Jöst in Porsche 908	22. Pescarolo in Matra
3. Watson in Matra	23. Ganley in Matra
4. Hailwood in Matra	24. Donohue in Porsche Carrera
5. Bell in Porsche Carrera	25. Cevert in Porsche Carrera
6. Jöst in Porsche Carrera	26. Watson in Porsche Carrera
7. Hailwood in Porsche Carrera	27. Donohue in Porsche Carrera
8. Cevert in Porsche Carrera	28. Watson in Porsche Carrera
9. Jöst in Porsche Carrera	29. Hailwood in Porsche Carrera
10. Watson in Porsche Carrera	30. Donohue in Porsche Carrera
11. Hailwood in Porsche Carrera	31. Cevert in Porsche Carrera
12. Donohue in Porsche Carrera	32. Watson in Porsche Carrera
13. Cevert in Porsche Carrera	33. Hailwood in Porsche Carrera
14. Watson in Porsche Carrera	34. Donohue in Porsche Carrera
15. Hailwood in Porsche Carrera	35. Cevert in Porsche Carrera
16. Donohue in Porsche Carrera	36. Watson in Porsche Carrera
17. Cevert in Porsche Carrera	37. Hailwood in Porsche Carrera
18. Watson in Porsche Carrera	38. Donohue in Porsche Carrera
19. Hailwood in Porsche Carrera	39. Cevert in Porsche Carrera
20. Donohue in Porsche Carrera	40. Watson in Porsche Carrera

RACE

After the rains of practice it was a big relief to see brighter clear skies, although they were accompanied by high winds and a 15 degree drop in temperature. At 3 pm the cars were all safely led away for the customary pace lap, and when the big Pontiac pulled off and the green light shone suspended above the banking the cars were racing. As the cars turned left into the twisty flat infield section between the bankings it was Bell leading Hailwood and the Matra, but nobody seemed too keen to turn the taps on as Bell's engine faltered and he set a slow pace along the straight.

Hailwood put his foot the rest of the way down and shot by Bell to take the lead for the first lap. The next time round he was followed by the Matra of Cevert. Wisell

also went by in the Lola next time round and then it became obvious that Bell was not just taking it easy. The engine was not pulling properly above 9000 rpm, but despite this he was still easily able to keep ahead of the rest of the opposition, the de Lorenzo/Carter Corvette holding a strong fifth ahead of the Gregg Carrera and the Heinz Corvette.

It did not seem like a race, as everybody changed gear nice and early and showed little aggravation when they got baulked by slower cars. The Matra seemed happy to shadow Hailwood while Bell retook Wisell who was not happy with the way the Lola was handling.

The leading car lapped in a conservative 1 m 55.8 s per lap. The only car that seemed to be really driven hard was that of "Arthur" Merzario, who was determined to enjoy himself whatever happened and he drove with his customary verve, providing the only chance of opposite lock pictures—for the time being at least.

The Bytsek Kuhne Porsche 908 was an early disappointment for it was in the pits after just two laps to have a faulty wheel seen to and from then on it made frequent stops for various reasons and never really featured. The Klempeter Chevron spent a long time in the pits on lap 19 with gearbox trouble and was also out of the running and getting worse. Joining him in the pits on the same lap was the Donohue Carrera, fortunately with nothing more than an out-of-balance tyre which was changed. The Goodyear radials were apparently far more difficult to balance exactly than the normal race tyre. He was back on the race less than a lap behind.

The first real drama came around the hour mark when Wisell slowed for a few laps and was passed by Jöst before he rushed into the pits to report the Lola was cutting out. Lafosse took over after more fuel was added and he continued at a steady pace but was soon back in the pits to throw out a loose seat cover on the passenger side. More drama came not long afterwards when the alternator pulley broke off and no spare was available, so as darkness approached things did not look too encouraging for the Lola, although it still could not be discounted. The Gregg Haywood Carrera was being driven in great style and was holding fifth spot.

Hailwood and then Cevert made their first stops for fuel in almost identical times, so that when Cevert rejoined from a lead lasting one lap he was back to around 30 s in arrears, Mike opening the gap. Bell was not so fortunate, however for his stop took 5 m while a loose alternator mounting bracket was tightened and the clutch adjusted. The Gulf-Mirage team were ready for clutch/transmission problems, but at the next stop 75 m later it was a broken metering unit coupling that caused the problem and 15 m were lost for a plug change after discovering that the engine had gone on full lean, the reason for its severe misfire. The clutch had to be readjusted and as darkness fell the team readied for a major repair job which came shortly before 7 pm when Ganley brought the car in to have the clutch thrust

bearing replaced. This lost a further 1 h 4 m and put it well out of contention for the time being at least.

While JW men sweated over the Bell/Ganley car they were no doubt praying that the other car would keep out of trouble. Watson had taken over shortly before and despite a sagging nose which had to be braced in the centre all seemed to be working well. The car made almost trouble-free stops and led the race for most of the time, its biggest deficit being just over half a lap when Watson went out after the nose repairs. He soon hauled in Beltoise and got the car ahead again by the end of his first stint. After a little over 3 h and 100 laps racing Watson led the Matra by just 4.2 s. Jöst/Casoni/Biancpain were driving a steady race and looked strong in third place. They were six laps behind the leaders but a lap ahead, and pulling away from, the still strongly driven Gregg Haywood Carrera. That in turn was only just clear of the similar Donohue-Follmer car, the Penske pit keeping the drivers informed by radio as were several of the pits in this race.

A punctured right-front tyre and then two new rear tyre changes delayed the quick de Lorenzo/Carter Corvette, but it was never the less running a strong sixth place shortly before the 4 h mark when it stopped out on the back straight and was abandoned. This let the Merzario/Jarier car into sixth place. These two, only separated by a few minutes, led the other NART-Daytonas throughout. The Heinz/McLure Corvette split the second and third placed Daytonas in the Group 4 class.

The cat and mouse "battle" for the lead carried on until 189 laps (just over 3 hours racing) when the Matra moved ahead permanently. Hallwood brought his leading Mirage in for a "scheduled" clutch rebuild like its sister car, Hallwood having been pulling out 10 s a lap on Pescarolo before his stop. It was a casually driven Matra which continued in a comfortable lead, the car stopping soon afterwards for fresh tyres, driver and brake pads. Cevert continued at a pace only a little quicker than the Porsche Carreras.

Jöst's Porsche ran into trouble at the same time as Hallwood, and instead of inheriting second place it crawled into the pits with a leaking bag tank where it stayed for over 80 m while the offending tank was disconnected and the car run on the remaining tanks. But by this time it was well down the field and dicing for the tail-end honours with the Bell/Ganley Mirage, as would Hallwood and Watson when their car was

The big excitement of the race at that stage was the battle between the two Carreras which were now holding second and third places, albeit 12 laps behind the Matra. As they passed the stationary Hallwood car Donohue managed to get ahead for a brief spell when the Gregg car was black flagged for a faulty headlight, but when the Penske car stopped for fuel Gregg went ahead again, only nine laps behind the Matra after its leisurely pit stop for tyres and pads.

Merzario/Jarier were still going strong in their Daytona holding a two-lap lead over the Heinz/McLure Corvette. In sixth and seventh place a farther two laps down, the Ballot-Lena/Andriet and Minter/Migault Ferraris were closely matched with the Fitzpatrick/Kremer Porsche, which was waiting to pounce and leading the "normal" 911S section of the entry.

By one third distance the leading car had completed 240 laps at an average of 114 mph, while Cevert took things very easy; the Carrera battle was as strong as ever, Gregg/Haywood having the edge on speed with their racing tyres compared with the Penske car's radials. However, slower pit work and bad luck with broken headlights resulted in the cars rarely being more than a lap apart.

Hallwood/Watson got going after 2 h 15 m, but by that time they had slipped from the position sheets—although Hallwood was far from giving up. Unfortunately the wrong gears had gone back into the box after the



Reine Wisell had a troubled outing in the new Lola.

repairs and he was losing time having to lift on the banking. By midnight things were starting to look settled and the Matra was still sounding beautiful. Sunday was not their day, for within 10 m the Matra challenge had ended when Cevert rolled to a stop with a connecting rod sticking out the side of the block. At 9500 rpm it had suddenly let go. Bell was back in the pits shortly before this time with the same problem as before, so with little point in the team carrying out its second clutch repair the car was pushed away and hopes rested with the capable Hallwood/Watson combo.

With half way still not yet reached, we were left with Donohue and Gregg holding the first two places in their faultless Carreras. The Minter/Daytona temporarily led Merzario after rear brake troubles had delayed the Italian. By half distance it was still Donohue ahead after Gregg/Haywood had more light trouble and a long pad change. The gap was two laps although the second placed car was closing. Merzario was 18 laps behind, back in third spot, while Minter/Migault had dropped a couple of laps to fourth and were being hard pushed by the Heinz/McLure Corvette on the same lap.

Still only five laps behind after a trouble-free run was the Fitzpatrick/Kremer Porsche 911 having its own private battle with the similar car of Stone/Jennings/Downs four laps clear of the Chinetti/Grossman Ferrari Daytona, slowest of the Daytonas. But it was then third after the Andriet/Ballot-Lena car stopped out on the track after crashing on to the first banking, the car taking a severe bend in the passenger side of the chassis.

Jöst called it a day when he lost gears with his Porsche, while Wisell made the first of several stops with a severe misfire which could not be traced and eventually caused the car's retirement after a very brave effort from all three of its drivers. A sticking throttle cable had caused earlier delays.

Things remained fairly static for the next couple of hours, the Mirage slowly getting back into things with some fast, steady driving from Watson. But then around 6 am things started to happen again. Attention was drawn to the lead dice when Donohue pitted with a three-quarter lap lead over Gregg and after changing two right tyres and refuelling Follmer continued. A lap later an ominous trail of smoke spelt trouble and after two more laps Follmer came back to the pits where the engine coughed out an enormous cloud of smoke that hid the car for a few moments. Then came the expected news that the car was out of the race with a holed piston after leading for around five hours.

A big dice for what was now second place was also decided at this time when Heinz/McLure took their Corvette by the Daytona of Merzario/Jarier who were also passed soon afterwards by team-mates Minter/Migault. Fears of the engines blowing on these Ferraris, as two had done in practice, were apparently unfounded.

Hallwood took over the Mirage from Watson after a five minute stop which put the car in 11th place and still with a chance.

But then a few minutes later the right rear suspension broke and the front body section blew off on the exit of the fast west banking. Hallwood spun out of the race at around 180 mph, wearing all the rubber of the tyres and thinking, "All my birthdays had come at once."

By the time dawn broke it was obvious that Merzario was in serious trouble, for he was caught by the Porsches of Fitzpatrick and Stone. These two repeated the earlier dice of the Carreras for most of the night, Stone leading Fitz/Kremer by less than a lap for most of the time. Merzario's Ferrari was out of the running with a broken clutch. With less than half the field still running only the leading Carrera in the prototype class—and still 5 h to go things were looking too good for a close finish.

The Gregg/Haywood car increased its 22 laps lead when the second place car made an unscheduled stop to have its engine checked, which put it down to third just behind the Minter/Migault Ferrari. The two dicing Porsches suddenly fell in favour of the Stone car when Kremer brought his Porsche in for a regular stop. This stretched for several laps when 18 m were lost changing a front brake caliper, this dropping him back to seventh place with only 20 cars still running.

By 8 am the figure was down to 17 cars. The Corvette was back in fourth place after more brief but unscheduled stops to change tyres. As the morning wore on the main talk centred around a large crack in the leading car's windscreen and the speculation whether it would be brought in to change it, but with 35 laps in hand over the Ferrari it was not too dramatic anyway. The crowd got their excitement at 10.45 am when Gregg pitted and the screen was changed, the car recontinuing after 8 m 10 s only.

The final hours of the race passed without incident. Gregg Haywood drove a race to win by 22 laps from Minter/Migault, the Heinz/McLure car coming home six laps down after stops to secure a loose convertible roof top. The Stone/Jennings Porsche 911S scored a well deserved fourth just a couple of laps clear of the Chinetti/Grossman car which had moved ahead of Fitzpatrick/Kremer during their long stop with caliper troubles.

Despite the lack of 3-litre involvement it was only the final few hours that lacked any interest. The Carrera's win was a model of well-run long distance racing which the record Daytona crowd seemed to appreciate as the flag came out at 3 pm Sunday afternoon.

Daytona 24 hrs	
Daytona Beach, Florida, February 3-4	
World Manufacturers' Championship, round 1	
1. Peter Gregg/Harley Haywood (2.9 Porsche Carrera 911, 670 laps, 2550.576 miles, 106 mph)	4.48
2. Minter/Migault/François Migault (4.4 Ferrari Daytona), 648 laps	4.48
3. Dave Heinz/Bob McLure (2.9 Chevrolet-Corvette), 644, 4.48	4.48
4. George Stone/Bruce Jennings/Mike Downs (2.5 Porsche 911S), 638	4.48
5. Lu Ch Chinetti/Bob Grossman (4.4 Ferrari Daytona), 632	4.48
6. Erwin Kremer/John Fitzpatrick (2.5 Porsche 911S), 630	4.48
7. Ray Kasse/Richie Pennington/Peter Pickett (5.0 Chevrolet Camaro), 592	4.48
8. Mike Keyser/Tony Adamowicz (2.9 Chevrolet), 587	4.48
9. Joseph Gregor/Kurt Hill/Dan Schmid (2.5 Porsche 911S), 574	4.48
10. Bob Bergstrom/Jim Cook (2.5 Porsche 911S), 571	4.48
Fastest lap not issued	
Manufacturers' Championship points position: Porsche, 20 pts; Ferrari, 15; Chevrolet, 12	
*Class winners	

Victory to Makinen after rally-long battle

The original "Flying Finn"—Timo Makinen in magnificent form drove his Monte Carlo Rally Ford Escort RS1600 to a win in the 8th Arctic Rally by 4 m 12 s from Markku Alen in his works Finnish Volvo 142. Helping the variety of having five different makes of car in the first five positions, was the Renault 12 Gordini of Pentti Airikkala some 16 m 21 s behind Alen.

The Tunturiralli, which gets its name from the bleak tundra hills above the tree line started traditionally from Rovaniemi, situated in northern Finland just five miles south of the Arctic Circle. Included as the first round of the European Rally Championship for drivers, but not counting for the Finnish Championship, the Arctic Rally attracted an entry of 51 cars of which 43 competitors made it to the start at noon on Friday the 2nd. This year there were no British entries, probably partially due to the late appearance of the regulations, and very few Swedes. In fact the only household-name driver was Timo Makinen who paced his rally very effectively, opening up his lead on the second half with the Escort only going off-song for the last three or four stages. The brilliant young 22-year-old, Markku Alen, starting at number 38 took the lead over the first few stages, to be taken by Makinen before fighting back to be 28 s in front on completion of the first 12 stages. From the 13th special stage to the half-way rest the rally wound its way up through the north towards the top of Norway, near its border with Russia. Included in this section was the notorious winding road up from Inari to Savettijarvi and beyond, run both ways with a 2-hr halt at the top before heading back down. Makinen pulled well back here and by the 7-hr half-way rest halt was 13 s ahead and never again to lose the lead.

Non-starters included Pauli Toivonen and Ensiö Mikander when the four Polakki Flats entered failed to turn up, having insufficient time to re-prepare the cars after the Monte Carlo Rally. Hannu Mikkola also missed the rally, his new Volvo not prepared in time. Two Finnish-entered Renault 12 Gordinis appeared for Pentti Airikkala and Asukaa Jukka, Airikkala driving to a well deserved third place with Jukka lasting 25 stages before the transmission broke. Leo Kinnunen, down to drive a Porsche, drove an Alfa Romeo 2000 GTV as it turned out and was one of a four-car Alfa team with Kyoati Hamalainen, Hans Sevelius and Pertti Karhe—Karhe being the only one to finish, bringing his car home fifth behind Tapio Rainio's Saab. Kinnunen retired with a holed sump on stage 14. Hamalainen retired soon after and Sevelius retired with worn shock absorbers. Pekka Routti, as usual with his very quick imp, was very unfortunate to suffer baulking before losing oil pressure to retire after only eight stages. Pertti Lahtonen, Saab, was even less fortunate—rolling on the second stage. As a doubtful token he received the special prize for first competitor to roll over.

Risto Kivimäki, driving his new Escort RS which was reputed to be the most powerful car in the rally with 239 bhp retired while lying eighth on the second half of the event when his diff broke with only nine stages to go. The restart after the halt at Pallastunturi was 2 hrs late due to the effects of heavy snowfalls on the most northerly parts of the route before the halt. Many people were out all night with snow ploughs to keep the rally going and there were some very tired faces next morning. The rally started again with two stages on a twisty route above Raattama looping down towards the Rovaniemi area where many of the first half stages were run in the reverse direction. The second section was run in colder conditions with no fresh falls of snow and consequently the roads were in a perfect uniform condition especially suiting the more powerful cars.



With four stages to go Makinen has to keep going quickly to stay ahead.

Like Kivimäki the other two drivers to retire were both transmission failures, Bengt Lundström's Volvo 142 on stage 22, the second 'Raty' after the halt, while holding 12th overall. The other being Jukka's Renault.

The final stage of the rally was "Marjamaa" near Rovaniemi which was also used on the first half. Makinen covered this at 221, equal fastest with Arto Huhtasalo (Volvo) with Alen 3rd, on 227.

The Tunturiralli was fast and very daring with only one halt in two days and nights of driving. No road sections could be considered easy as the entire route, of course, is over frozen and rutted snow. The organisation throughout was smooth and very instant—stage times being available only minutes after the last car through. The organisers were helpful and friendly no matter how much snow was falling or which roads were being blocked they would look forward to more British entries next year. A date change to February or March is being considered for future Tunturirallis to avoid coming so soon after the Monte or to make it possible for British drivers to tackle both the KAK Swedish Rally and the Arctic Rally on the same trip.

Also a later date would give many more hours of daylight. No practising is allowed before the event. In any case snow is only ploughed off some of the roads used as stages for the event and it would be very costly to open them beforehand.

Tapio Rainio's Saab was deceptively quick to finish fourth on Sunday morning

Radio coverage of the event in Finland is comprehensive with programmes interrupted the moment fresh news comes through and is covered by Olavi Keskinen who also has a 1½-hr programme on Saturdays with a mixture of music and motoring.

So the Arctic Rally finished, a professionally run event in every way. Timo Makinen made up for his second position last time and young Markku Alen proved once again that he is the brightest new rally star for many years and should be bound for many future Arctic Rally wins. Tapio Rainio, driving a Saab, drove a very steady and quick rally to finish fourth overall.

Also run in conjunction with the rally was a junior section, covering only a part of the first loop. There were 23 finishers from 40 starters and the event was won by Kalle Kantala driving an Opel Rallye Kadett from Pekka Husso, Skoda 100L.

8th ARCTIC RALLY

1. Timo Makinen/Erkki Saarela Ford Escort RS1600 26.017 2. Markku Alen/Juha Toivonen Volvo 142 26.444 3. Pentti Airikkala/Risto V. Alen Renault 12 Gordini 27.443 4. Tapio Rainio/Erkki Järvenpää Saab 900 27.509 5. Pentti Karhe/Seppo Siikala Alfa Romeo 2000 GTV 27.870 6. Arto Huhtasalo/Jukka Siikala Volvo 142 28.008 7. Matti Mäkelä/Tapio R. Alen Volvo 142 28.139 8. Matti Järvenpää/Risto Haggström Volvo 142 28.139 9. Pertti Anttonen/Erkki Saarela BMW 2002 30.064 10. Heikki Peranen/Henri Peltanen Escort GT 31.073 11. Risto Kivimäki/Veikko Lehtinen Opel Astra 3 31.080 12. Jorma Mänttäjä/Sakari Anttonen Saab 900 31.567 13. Erkki Parkkinen/Risto Kantala Opel Astra 3 31.567 14. Erkki Parkkinen/Timo Heikkinen Opel Astra 3 31.567 15. Pekka Husso/Mikko Myllylä VW 500 32.010



FINLAND

A country of style and individuality

"When the other airlines cannot fly—Finnair still fly!" That statement just about sums up the general thinking of all Finns. They are not only content to live with below freezing temperatures for a large part of their year, they enjoy it. Even though they are brought up with snow all around they appreciate the beauty of their country as much as any stranger. It is only after visiting their country that this rally drivers' nursery ground can be understood. All of the driving is an education. Quite simply even the most disinterested housewife knows that there is only one controlled way to go around a corner, that is of course, sideways.

In towns the traffic generally moves very slowly for although pedestrians have priority at most junctions it is accepted that you walk as you please and the traffic moves out of the way. The drivers in towns even slide around the slowest corners and turn around in the road in one easy move within their car's length.

Night driving at first can tend to be a cautious operation, especially with many large snow ploughs often passing in the opposite direction. Often there is also only a limited amount of road to use with very soft snow drifts bordering the harder, but still forgiving, snow banks. Frozen ice and snow particles thrown up in sprays by overtaking cars can also be quite blinding at first, however these problems sort themselves out soon enough.

Nearly all cars use studs in their snow tyres which gives a grip that permits the main road speeds of the Finns to be maintained without the worry of not being able to stop or turn corners.

Most welcoming is the total co-operation

of all the inhabitants with the rally's progress—including the police who open and close all the special stages. Their hospitality is not skin-deep either, they know their skills and are always happy to explain and demonstrate.

Perhaps the most important thing for the stranger to remember is to plan well ahead with fuel points. With so many largely unpopulated areas there is never a petrol station just around the next corner—they are always on the outskirts of towns and towns are often long drives apart. To run out of petrol would be very serious, without the engine running the cold would very soon be too much to bear. Other essential equipment includes a shovel. You are stuck in your snow bank without one. It is just a matter of placing a reflective triangle and digging, sooner or later you can drive off again. It is also very easy to forget the cold and leave the car parked with the engine off and handbrake on—two reasons why it will not move again if the temperature is very low.

Although the garages are few, they are efficient. Most have a cafe and shop attached where almost any items can be purchased.

One of the most difficult obstacles to avoid can be reindeer which tend to cross the road in front with one more just a little behind the rest. That is usually the one that is hit and if it is injured it has to be killed—it is the driver's duty to do so. This is done by silting the animal's throat with a knife though in the case of Kivimäki's service crew they had forgotten a knife and had to do the job with a large pair of tin snips.

Reindeer are not however the most troublesome obstacles. At night (or come to think of it, in the morning too) inebriated locals on foot are even more of a menace and what is more they can be come across weaving along in what looks to be an uninhabited area. Like rabbits they are happy to bounce along the sides of the roads until they see the light beams of an approaching car. It is then that they display a most unnerving tendency to veer out on a perfect collision course. Most Finns are very safety conscious and it is normal to drive all daylight on dipped headlights, especially in bright sun when its low angle can render on-coming traffic without lights almost invisible. Most pedestrians too are safety minded, often having a lamp strapped to an arm or at least a reflective band or disc attached to the clothing.

Not only the driving has its natter sides, watching the rally at night when the temperature can be extremely low (less than -40°C)

the air is normally very dry and the snow fine and powdery. This means very regular disappearances sometimes up to waist height making good sealing boots and trousers essential to keep the snow from penetrating where it would melt then gradually freeze again with wind exposure inside clothes most unpleasantly. Our "welches" are just not suitable in Finland. Only after some most uncomfortable experiences was it realised that it is necessary to brush away all snow before returning to the warm environment of the car. If the snow is not brushed away, slowly all the outer clothes will become very wet and cold even with a powerful heater operating. An even better demonstration of the quick effects of the cold air happened after sitting by a fire after watching a night stage. Within moments of moving away from the fire the snow which had melted from its heat froze solid leaving trousers as if made from glass fibre, painfully stiff. The only cure being more heat which takes the problem back to square one.

If motoring can have additional problems, it also has its breathtaking attractions, like the sight of the northern lights and a sky full of bright stars matched on land by the glittering frozen snow and heavily laden pine trees shining out in the headlamp beams. If clunk-click every trip is for this country, petrol and spade every trip must be the Finnish equivalent.

Matti Johansson's eighth place Volvo 142.



Pentti Aikhalu with Risto Virtanen enjoyed a trouble-free run to bring their Renault 12 Gordini home in third place.



Dawson and Davenport for Sweden

John Davenport and Andy Dawson leave for Sweden this week end to drive in the KAK Swedish Rally in an Escort Mexico. The car is the first part of a new competition programme planned by John Williment, Rallye Sport dealers. There will be additional sponsorship from Thor Hammers and Vegantuna have built the engine which they will maintain. The car will be entered in the special Escort Mexico class which will contest the second part of the rally only.

Hodgsons back Mexicos again

Following their successful sponsorship of last year's Escort Mexico Championship winners Will Sparrow and Nigel Raeburn, Hodgsons of Retford have decided to continue their involvement with this series. Driving the car will be Rallye Sports salesman Steve Webster, North East Midlands Champion for the past two years, who will have his regular navigator Tony Newsam behind the maps.

Until such time as the new car arrives they will use the Hodgsons demonstrator, this being the car used by Will Sparrow on the Moss Tyres round last October. First outing for the team was the Mini-Miglia when a broken clutch release fork brought a halt to a promising first run, but the car is already repaired and ready for the next round in Devon, and the crew will then be seen on all the other qualifying rounds.

Tony Fowkes' rally plans

Cables and Components are supporting Tony Fowkes and Bryan Harris in their rallying again this year, seen at the Snowman at the weekend. High spot in Tony's year will again be the TAP, though Bryan cannot enter through business commitments, and David Kirkham, Tony's recent partner on the TAP cannot go this year. Cosworth parts are being used on the RS1600 engine, though still keeping to Tony's principle of maintaining reliability above all else, the power is kept to around the 175 bhp mark. If a G1 car becomes available, the Avon Tour of Britain is also a possibility. Tony was third in last year's championship, the best driver of a self-prepared car.

● The Ulster Automobile Club cancelled their February Rally (scheduled for last Saturday) due to lack of entries.

GT70 set for full season

More details on the GT70 testing which Ford carried out just after Monte Carlo reveal that they are quite pleased with the beast. Peter Ashcroft and Gerry Birrell, together with Ford France, took it into the Cevennes and the first test was with Guy Chasseuil Ginetta Deroland on one of the hillclimbs used in the Criterium des Cevennes. After only two runs, the car was 5 s under the best Renault Alpine time and improved to the point where it was 2.5 per cent faster. The following day on part of the Ronde Cevenole circuit they did a lot of tyre testing with Dunlop's Brian Bennett and reduced times by as much as 2 s a kilometre. Chasseuil was very happy with the car and said that as he got used to it and chucked it around a bit, he would be able to improve still further on those times.

Testing came to an abrupt end when a wheel bearing failed as the result of the driveshaft splines locking under full power for although they only slide 3in as the suspension moves, this is enough to knock out the bearing. It seems likely now that the car will be returned to England and carved around before its next appearance in France. Changes will include a swap to a Hewland FG400 gearbox and the use of constant velocity joints in the rear drive for hopes of a production version are fading and with them the interdiction on proprietary parts. The engine will be lowered another 3in to improve handling, while it is almost certain that the alternator will be moved and driven off the gearbox so that it can be changed quicker if necessary. Ford France, under Jean Vinatier, look forward to doing an entire season with the car.

Rallye des Chevrannes

Run concurrently with the Monte Carlo but regrettably forgotten by our rallies editor in the drama of Digne was the fifth Rallye des Chevrannes. Basically this is a nice competitive way to get the old boys of rallying down to Monte at the same time as their younger brethren. Winners this year with the only unpenalised road run were Salvador Fabregas Bas and Antonio Huguet from Spain driving a Seat 124 Coupe. Fastest on the single test over the Corobin in this category was Gunther Kolwe, from Germany, with a very creditable time of 18 m 13 s in a Volvo 164E but he lost 45 m on the road sections. This part of the rally seems to be attracting more and more entries and with the age limits being revised in the near future, should grow in popularity.

STP International Galway Rally Preview

Close competition assured for STP Galway Rally

On the Irish rally scene all roads lead to the west this weekend for the third running of the STP International Galway Rally. Following the threats of violence by some fanatical political elements last year, and the subsequent withdrawal of some dozen British crews who had made the journey in vain, it was not expected that an overseas entry would be attracted this year. John Price from Wales in an Alpine, Mike Marshall and Mike Greasley in an RS Escort and Red Dragon winners Nigel

the cars will be sent off at 30 m intervals. On Saturday its a 9 am start, with the finish from 6 pm, while on Sunday the first car is due off at 12.30 pm and due back in Galway at 8.30 pm, with computerised results posted within 2 hrs of the finish. There



ADRIAN BOYD retired in last year's STP International Galway Rally when a driveshaft broke early on the second day.

Rockey/Paul White (RS Escort) are entered, but despite the absence of the big names in British rallying, there will be plenty of close competition in Galway, as the entry of over 160 includes all the top Irish crews, and quite a varied selection of really hot rally cars too.

Top seed is Adrian Boyd in a Ford Escort RS1800, followed by '71 winner Cahal Curley (BMW), Billy Coleman (Alpine), Sean Campbell (Escort RS1800), David Agnew (BMW), John Keating (Escort BDA), Mervyn Johnston (Mini-Cooper S) and Ronnie McCartney who has changed from his winning Triumph 26 PI of last year to a BMW. There are many other fast runners, and potential winners too, such as Rosemary Smith, Mick Barry, Charlie Gunn, John Tansey, Noel Smith, Pat McCourt, John Bridges and Demi Fitzgerald in Escort variants, Arnie Poole, Robert Ward, Derek McMahon in BMWs; and the two Chevron B8s of Alec Poole and Mick Dolan.

Breakdowns of entries, by make, at the last count was: Ford 68, British Leyland 51, Chrysler 9, BMW and Fiat 7 each, Lancia 3, Alpine, Vauxhall and Chevron 2 each, and one each of Clan Crusader, Renault, NSU and Volkswagen.

The first car is due to leave Eyre Square, Galway, at 4.30 pm on Friday (February 9) returning to parc ferme from 11 pm, and



BILLY COLEMAN also retired in last year's STP International Galway Rally, his Alpine breaking a driveshaft.

will be 12 stages each day, all over public roads closed to normal traffic.

Last year everyone went very quickly from the start, treating it more like a 3 hr Grand Prix than a three-day rally, and the retirement rate through accidents and mechanical failure was consequently very high, with only 58 finishers out of 143 starters. There are more quick cars entered this year, but the lessons should have been learned and it will be interesting to count the number of survivors on Sunday evening in what promises to be quite a hectic three days of driving over the narrow, bumpy and unforgiving stages of counties Galway and Clare. Full report next week.



MICK BARRY, Galway's hope for a local win, drives a Ford Escort RS in this weekend's Rally.



The Arctic Rally (February 2-4) provided a great variety of rally cars, many of them Group One. Eino Pekkala Datsun Cherry 1300 (above) and Erkki Puhkinen, Opel Ascona (below). Both cars finished, the Opel 13th and the fwd Datsun 14th. Report page 13



Lombard and Ulster Banking to sponsor rally programme

At a reception just outside Belfast last Wednesday, one of the most important announcements concerning rally teams was made. The hosts were Lombard and Ulster Banking Ltd who have decided to fully sponsor two Ford Escort RSs in conjunction with R. E. Hamilton for the 1973 season. The two car team will be known as the Lombard and Ulster Rally Team and the cars, service vans etc will be finished in team livery of white and light blue.

Because of the connection with R. E. Hamilton, it is not surprising to find that one of the cars will be driven by that very successful pair, Adrian Boyd and Beatty Crawford. They will start the year with an ex-works car previously driven by Timo Mäkinen on the 1972 Monte but which has now been converted to right hand drive. Their teammates in all the events will be that charming pair of ladies Rosemary Smith and Pauline Gulick, who will drive a Group 2 Escort RS with an engine prepared by David Wood. Both cars will be maintained and serviced by R. E. Hamilton whose director, Robert Taylor, will look after the duties of team manager during the events. The mechanics include Alex Lundy, Bertie Campbell and Brian Boyd who is Adrian's cousin and a good rally driver in his own right. Robert McBurney who has his own garage up at Ballymena

and is a well-known rally driver will be helping with the servicing of the cars while Jack Kirk is the man responsible for the engineering side back at Hamilton's.

The plans for the team include about ten rallies and its first appearance will be on the Circuit of Galway in February. They hope to do at least one big foreign international like the TAP but naturally a lot of effort will go into the Circuit of Ireland and in fact at the reception, Robert Taylor handed over the completed entries for that event to Clerk of the Course, Malcolm Neil. Other events in their calendar are the Welsh, Scottish, Texaco, Donegal, Manx and RAC while it is interesting to note that they also intend to participate in the Tour of Britain with Adrian in a 3-litre Capri. The cars will run on Dunlop tyres, Castrol oil, Birmah petrol and Hella lights. Robert McBurney is already building his car for the Scottish Rally. He has for the time being forsaken his familiar BMW and reverted to Volkswagen for the new car is a VW Ghia in which he is installing a full house 2.1-litre engine as is fitted in the latest VW Porsche. He has also started importing American tuning kits for VWs and quoted figures of 128 bhp for the Beetle engine at the wheels shows up very well against Porsche Salzburg's 1600.

Sclater's garage

Chris Sclater, the Kiebert Wheel base scholar, is following Peter Clarke's lead in opening his own business. This is a mews garage in London at 12B Queensberry Mews West, SW7 (Tel: 01-589 9146), where he and Ricky Bell (who serviced Chris regularly on home events recently) will be dealing with customer work including a limited amount of competition work. Sclater of course has another business selling rally prints. Last weekend he was due to instruct at Bob de Jong's Rally School in Holland, and this weekend he is competing in the Boucles de Spa with Bob in RWC 457K with Dutch sponsorship.

● Terry Bartlett, winner of the Grasshopper Rally last year, hopes to acquire the ex-works, ex-Jeff Churchill Escort RS1600 LVX 943J as a rolling shell just as used on the Tour of Dean. Terry formerly owned an Anglia with Lotus engine, previously rallied and rallycrossed by Trevor Fox, this went recently to Kevin Viduan for breaking. The engine and gearbox are due for a home in an Escort.

● Northampton Development Corporation are sponsoring a car that will be entered for the Welsh and Scottish Rallies. The car, a G1 Triumph Dolomite is at present being prepared by the Douglas Garage Ltd, Northampton, who will also enter it in selected rounds of the Esso Uniflo rally series. The car will be driven by Bill Douglas and Pete Wright.

British Porsche for Swedish

Norman Jones and Jeff York, chairman and vice-chairman of Wolverhampton & South Staffs C.C. have entered the latter's Porsche 911S for the Swedish Rally (February 15-17). This will be their first event together and the first time either has been to Sweden. The venture is entirely self-sponsored.

Rally repairs

Fowkes & Thomson Motors, of 61A Hillside, Harlesden, London, are stocking Mexico parts and offering for rally drivers an immediate repair service which they feel should attract drivers personally involved on championship series. Recent customers for this service include John Barter and Tim Müller. Details from 01-965 5014.

● The Castrol-Timpson Rally, which is being organised again this year by Wilton & South Staffs C.C. will be run on October 13. There is a possibility that the rally will start in Aberystwyth, lunch will almost certainly again be at Machynlleth and the finish will be at the Lord Hill, Shrewsbury.

Safari news: Peugeot for Andersson

More Safari news includes Ove Andersson's plans, who will after all be driving on the rally for Peugeot possibly with Jean Todt to co-drive. Kallstrom has not clinched a deal to drive for Datsun, as was reported last week, and it now looks as though Tony Fall will appear in the fourth Datsun. Datsun's plans for the rest of the year include the ex RAC and Monte cars for the Thousand Lakes and Tour de France. Tony Fall has been officially entered in the Finnish event and four cars will be involved in the French event. There will be two rally cars and two recce cars. Datsun are currently negotiating for the services of Gerard Larrousse to drive one of the cars.

Ove Andersson has reason to look happy with future Lancia, Toyota and Peugeot drives lined up this year.



Supporting newspaper

The Evening Gazette, Teesside's evening newspaper, is supporting the ANECCC Rally Championship this year, which will allow only seven points from the 15 events to count. Leading after two events (Riponian and Three Rivers) are Ian Burdon (Drivers) and Mary Fullerton (Navigators). This weekend's Keswick Rally, run by Cumberland SCC, is the next round to count. More details from Dave Holliday, 29 Bedford Road, Nunthorpe, Teesside. Tel: 0642 36879 home, 0642 85376 day.

Problem car

Phil Davies of Bolton who will be contesting RAC championship rounds with a Porsche 911S is experiencing preparation and maintenance problems. If any readers know of the whereabouts of Porsche rally preparation wizards in this country please ring Phil at Bolton 24957.

Last weekend saw the first round in this year's RAC and Shell Scottish rally championships, Highland CC's Snowman Rally, which was won predictably by Roger Clark/Jim Porter in their Team Easo Uniflo/Roger Clark entered Ford Escort RS1600. In second place 2½ minutes behind Clark, came Bill Taylor/Ian McIver in their RS1600 ahead of New Zealand's Mike Marshall in his Woolmark RS1600.

This year's rally was supported by Shell, the Scotsman newspaper, Webster Type Co. and the Highlands & Islands Development Board (tourist section) and for the first time was held as a daylight event. The start, lunch halt and finish were all in Inverness, with local council letting the club use their Municipal Caravan Park for a competitors park. The rally started at 08.00 on Saturday morning and the first car away was the Escort RS1600 of Drew Gallacher/Ian Muir, Gallacher being given the honour of number 1 because of his "win" last year when, of course, the results were disallowed. Number two was given to Bill Taylor/Ian McIver in their RS1600 ahead of the Withers of Winstford entered Datsun 240Z of the 1971 winners, Roy Fidler Barry Hughes Jimmy Rae was at 4, his RS1600 entered as usual by Frews of Perth and partnered by Mike Malcolm. Current RAC champions Roger Clark and Jim Porter were at 5 in the blue and white RAC Rally winning car, with Roger hoping that his roll on the 1972 event would not be repeated this year.

Expatriate Scot Mike Hibbert was at number 6 with Howard Scott in the left hand seat of the Clarke & Simpson Ltd, entered and prepared, Goodyear shod RS1600 registration number CS 1. Following them were Will Sparrow/Nigel Raeburn in their Marina group of companies entered Vauxhall Firenza which is now in Group 5 specification due mainly to trying to lighten the heavy car Sparrow was proudly proclaiming to the world that he was now a father, his wife Sue having given birth to a son the previous Wednesday.

Tony Fowkes/Bryan Harris were at 8 in their usual Cable & Components entered Escort RS1600 ahead of the Chrysler Dealer Team Ulster entered Imp of Robin Eyre-Mauness! Austin Frazer, Nigel Hollier who was seeded at number 10, non started, as did Colin Makin in his Avenger.

The starters continued with many well known names further down the field including Paul Faulkner, Peter Clarke, Alistair Robertson, Pat Ryan, Mike Marshall, Malcolm Patrick and Alan Conley.

The first stage was a very short thrash less than 10 miles out of Inverness with almost all the top 30 crews being within 7 s of the bogey time. However, the real fun was to start on the second stage, Monaghty 1, which contained a long bumpy straight where quite a number of people were exceeding the "ton." At the end however there was a bend to the left hidden by a brow, although a fire break went straight on. Tony Fowkes was the first of many to go straight on there and he got a maximum on this one after taking about 20 m to extricate the car before continuing.

Not able to continue, however, was Jimmy Rae who stopped on the stage with what was suspected to be either a broken crank shaft or a loose flywheel. Will Sparrow was also in trouble as the Firenza's engine lost almost all its water and oil. Before the start he had discovered a small crack in the cylinder block but he started hoping that it wasn't too bad. They completed the stage retiring at the end of Monaghty 2 which followed immediately afterwards, but not before they had shown that the car is very competitive.

Drew Gallacher had an excursion on Lossie stage when the servo on his Escort stuck, locking the brakes on and losing him a good 2 m. His car suffered from a slight misfire which persisted throughout the day in spite of changing everything he could think of to cure it. Another who had electrical trouble in the early stages was Roy Fidler in the big Datsun. The car had come to the rally straight from Datsun's in Surrey where someone had forgotten to tighten the points.



Highest placed Scot was Bill Taylor who finished second in an Escort RS.

SNOWMAN RALLY

Clark continues to dominate British rallying

By KEVIN GORMLEY

The next stage, Whiteash, provided an end to Tom Seal's rally when his Kerr's Kar Parts Cooper S went off the road, and although there was no damage they were OTL by the time they had regained the track. With Crawford's Escort was in trouble with overheating and they retired a couple of stages

later. Mike Marshall had started off with a loose ignition wire which intermittently shorted out on the early stage but this didn't cost the New Zealander much time. Marshall has one more event planned, the Circuit of Galway, before he takes his immaculate Woolmark sponsored RS1600 back to his home country.

The Fidler/Hughes Datsun 240Z finished tenth.





in a month's time. Stage 7, Tiendland, was the last stage attempted by Tony Fowkes in his C & C Escort RS—because of suspected piston ring failure. Galacher lost more time on this stage when he had a puncture whilst Fidler was struggling along with a broken rear anti-roll bar mounting. It was certainly not the Withers driver's day as soon after a tie bar mounting came away when part of the chassis of the Datsun broke. Although this was welded up at half way it broke again in the afternoon.

Peter Clarke was putting up some excellent times in his new RS1600 which was built by his new company Peter Clarke Autos Limited and sponsored as usual by Slentnight Divans and Upholstery. Unfortunately his run was spoilt by a little over-exuberance on the short but very slippery Craigroy stage, where he spun losing about 3 m after getting stuck.

Mike Hibbert was having trouble with the clutch on his Clarke & Simpson entered RS.800 which was painted in the colours of Centre Hotels. After the first few stages he had some trouble getting the top two gears of his ZF gearbox and then it started slipping, getting progressively worse as the day went on.

There were several short stages just south of Forres including Cothail which had some really vicious "yumps" near the end, where Peter Hilliard retired his ex-Leo Bertorel pre-production Escort TC after breaking two engine mountings and bending the steering rack. The following stage was along the track of an old railway, but it was deep in shale and many cars were having trouble getting along it. Alistair Robertson's Saab just would not pull and he retired on the stage with a well cooked engine. Several others also boiled including Pat Ryan who was having his first outing for his new sponsor Charles Clark of Wolverhampton, Rally Centre Division. His 1433cc Biazespeed Mini now produces 92 bhp at the wheels and only weighs 12 cwt. Navigator Mike Nicholson was busy holding the gear lever in the appropriate gear after the rear gearbox mounting broke whilst they both got fed up with changing wheels after having six punctures during the event. In spite of their troubles they had a really excellent run to take fourth place at the finish and surely Ryan is going to inherit Sparrow's old title of the Mini-King.

At half way, Roger Clark was, as expected, in the lead with 342 penalties. Hibbert was second on 392, Taylor next on 433, Marshall on 524, Faulkner on 533 and Ryan on 564. After the restart competitors had a 40 mile drive including travelling the length of Loch



Roger Clark: started 1973 as he finished 1972

Ness, although no one reported having seen the monster, before the 18th stage, Mandally Robin Eyre-Maunsell had some trouble here in his Imp when the coil started playing up and had to be changed, while Malcolm Patrick had the throttle of his AVJ Developments RS1600 sticking for several stages.

Stage 21, Port Clair, saw the end of a fine run by Brian Coyle, who was driving his own Imp for a change. He recently discovered that he had enough Imp parts to build a car with the exception of a bodysheet. Andy Dawson had mentioned that his old shell was available and so Coyle had a rally car. On the event it had a fairly large oil leak and continual topping up was necessary but on SS 21 an oil pipe blew off the cooler and he didn't have enough oil left to fill it up so when he eventually got some he had to cut the last stages out in order to finish.

Bill Taylor had two punctures, both on the offside, which made the handling on his RS1600 rather peculiar, although he didn't lose much time. Alan Conley who brought along his CCC Clan Crusader, after selling the Avenger in which he had entered, lost the sump shield on the following stage and also had a puncture which cost him about a minute, but on Glen Urquhart he broke a drive coupling and got a maximum, which dropped him from about sixth place in the results.

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Attempting to review a year of club racing is always a Herculean labour but this year the task seems even more daunting for the most significant feature of 1972, so it seemed, was a substantial growth in the number of actual participants and it is, of course, with the competitors that this survey is chiefly concerned. Inevitably a larger proportion of "heroes" than ever before will be left out and if you are, try to console yourself with the thought that the game of the game is winning so that, if your name isn't even in the list of winners, you can't have done very much worth writing about.

The greatest influx of new competitors was in Formula Ford where oversubscribed entry lists were often the order of the day, particularly at Silverstone. The popularity of FF is not hard to explain for it remains a remarkable compromise between comparatively inexpensive racing, which the man in the garage can afford, and proper motor racing in a real single seater which could lead on to higher things for the talented few. Despite the introduction of production saloon car racing, the other category to receive the greatest support was that for special saloons, which also offers worthwhile racing at a realistic cost and rewards mechanical ingenuity rather than the ability to cheat undetected.

Despite the swollen entry lists, which probably benefits the RAC in licence fees more than anyone else, attendances at club meetings generally dropped. The trend was apparent at all levels of the sport in this country, and in other sports as well, but it is clear that the days when 10,000 or more people would regularly flock to Brands Hatch and Mallory Park are gone. To the extent that the trend is a general one, there is probably very little that circuit promoters can do about it but there do seem to be ways in which the situation could be improved. First and foremost, it is just as essential to provide comfortable facilities for club meetings as it is for internationals. If 10,000 people will go and watch a Third Division soccer match, there is no reason why that many should not go to a club meeting. But they won't go if they have to spend all afternoon standing in mud, freezing to death and unable to see more than 400 yds of track. The introduction of Group 1, which was supposed to be crammed with spectator appeal, has proved that it doesn't matter what is happening on the track if you either can't see the action or it's too uncomfortable to try. Silverstone always seems to be a pretty inaccessible place except by car, and yet the crowds at the major club meetings have been as good as over which could be explained by the large number of grandstands commanding a very good view of much of the club circuit, which also happens to lend itself to close racing.

While on the subject of circuits, it is interesting to note that Silverstone has not increased its charges for 1973 despite VAT. On the other hand, MCD now expect a visitor to Oulton Park to pay 90p both before and after April 1, a perfectly legal way of using VAT as an excuse for soaking the public although we wonder whether the current freeze ought not to be holding prices at their 1972 level. Of course, the sad fact is that if the spectators do not pay up and sponsors cannot be persuaded to foot the bill any longer, the circuits will either have to close or those who actually want to use them, the competitors, will have to pay entry fees of £20 upwards per race. Whatever their means, it seems that the competitors received the best part of the deal in 1972, and it's probably about time the spectators were shown some more consideration.

The greater the reward, the harder people will strive for it and an unhappy trend in 1972 was the emergence of a good deal of ruthless driving, much of it escaping unpunished. What may be legitimate tactics between two experienced Grand Prix drivers who can look after themselves becomes highly dangerous at a lower level. The inexperienced clubman may recall seeing Rindt carrying up Brabham at Paddock or Stewart and Rodriguez calling each other's bluff at Copac and thinks he can do the same. Or he sees former



The essence of club racing: a packed grid of assorted saloons set off to do battle around the pictures

FROM FORMULA ATLANTIC TO

IAN TITCHMARSH recalls the 1972 club racing season —the names, the politics, the fun, the arguments

saloon car champions using blatant blocking tactics and almost receiving congratulations from the clerk of the course for doing so, and believes that the same applies to him. The increase in commercialism at club level has tended to overshadow the fact that most people are in it for the sport. The prize money helps but they want to go back to work on Monday morning. Fortunately, in the North and Midlands at least, certain clerks of the course are beginning to clamp down on dangerous driving, at least to the extent of disqualifying drivers. What is really needed is a suspension system as in soccer, although it would have to be uniformly applied throughout the country.

One of the problems about dangerous driving is spotting it. There are enough problems with fouls in football so that to see what happens in a motor racing incident, and recount it accurately, is well nigh impossible. The competitors know this and cynically exploit it so that when all the Escort Mexico drivers were severely censured by the clerk of the course at Mallory Park, one of them suggested that the observers should note the numbers of the culprits. Now who is going to see the individual numbers of 20 Mexicos leaving the grid at Mallory? Other officials are reluctant to act, especially where local heroes are concerned, so that where a particularly wild piece of driving caused a very big accident at a certain southern circuit, and was attended to by two following drivers independently, the clerk of the course approached the victim who was still in a daze in hospital, and asked if he

wanted to put in a protest... which seems to be a complete misconception of the race organiser's duty.

The organising side of things suffered two major losses in 1972. The BRSCC's Nick Syrett went off to the ill-fated, new-look GPDA to be replaced by Peter Browning whose rallying background enabled him to take a fresh look at certain aspects of the sport. One particularly good idea was the "devil take the hindmost" race at Brands Hatch on Boxing Day which worked well, and would bear repetition, but not too often. It could be developed. How about trying it with F1 cars round Monaco? With a gridful of Regazzonis? The future for the BRSCC looks secure but the same cannot be said for the BARC from which Grahame White was forced to resign after building it up into the best club in the country, guiding it most successfully from the pleasant but backward-looking days at Goodwood to an independent organisation as one could hope for at the present time, full of good ideas. With Barry Bland already gone at the beginning of the year, and his replacement John Wickham on the move as well, the future looks bleak. Let's hope our fears prove unfounded.

Another national club to step into race organisation in a big way was the BRDC, which took over where the NSCC left off at Silverstone. Those who prophesied calamity were soon proved wrong and there can be little doubt that from many points of view the BRDC Sunday Silverstones were some of the best club meetings of the year. Unfortunately, the BRDC is not open to anyone which means



Mike Combs on a glorious sunny day

MINI SEVEN

that few, if any, club competitors are members. Possibly to get round this the club opened up an offshoot known as the British Racing Drivers Association. It is stated that the BRDA is intended to be "an independent and democratic organisation to represent the 7,000 holders of RAC issued racing competition licences." Apparently it will "promote members' interest (sic!) with the major committees, international and national governing bodies." Quite what it has done for its claimed 300 or so members, we are not too sure.

Having lost Silverstone, the NSCC became just one of several regional clubs operating without a home base. It tried to make a go of Aintree, which was reopened after some sterling work over the winter by members of the Aintree CC, but the only way to get a large crowd to the Liverpool circuit would be to have a challenge race between the Everton and Liverpool football teams. The very small attendances may leave the NSCC with just Croft and the odd Mallory meeting this year. The Thames Estuary AC have established a formidable reputation in the east, running numerous meetings at Lydden, Snetterton and Brands Hatch with a number of their own championships and there are a few other clubs such as the 750 MC who set a very high standard at their meetings each year, although one usually notices a few experienced hands from the BRSCC and BARC in key positions.

As mentioned just now, Aintree lived again after another year off in 1971 but just how long the process of artificial respiration can

continue is highly speculative. Even if Aintree does finally fall to the highest, hoarse bidder all will not be lost in the north-west for a group of enthusiasts in the Preston area are working to turn the Longridge sprint and kart circuit into a small race track. To begin with, there will be just two meetings this year with six starters per race but the compact nature of the circuit should make for close racing which might be exactly the right recipe to bring in the crowds. Castle Combe didn't go the way MCD said it would and towards the end of 1972 was back in action again. The trouble with that part of the country seems to be that half the Indian Army officers have retired to live there and regard it as perfectly acceptable to go tearing across other people's land after foxes but utterly anti-social to race cars on private property. Thruxton has fallen particularly foul of these pusillanimous bigwigs and it will be a great loss if it turns out to be uneconomic to operate under the new restrictions. And Crystal Palace, an occasional club circuit, is no more thanks to short-sighted GLC policies.

FORMULA ATLANTIC

In its second full season with continued sponsorship from Yellow Pages and Fiat this club version of Formula 2 was definitely a success from the drivers' and enthusiasts' viewpoints but one must assume that it is no more attractive to the ordinary spectator than F1. However, with F3 now becoming a faster version of FF on racing tyres, Formula Atlantic does enable race promoters to offer fast, spectacular and above all noisy single seaters at relatively low cost. Not that the successful drivers do too badly either. The best machinery has been expensive but by the time the generous prize money has been added to the equally generous trade bonuses, a reasonable income can be derived particularly if, like Graham Eden, you prepare your own engines.

Engines had been a problem in 1971 since the BDA, which had been admitted for political reasons at the behest of Ford, who said something about the Lotus twin-cam coming to the end of its production run (what are they all still using in F3?), was obviously the way to go but reliability was still lacking. By the time it had been found, Vern Schuppan had all but won the championship with some forceful driving and a BRM twin-cam in his Palifer. A year's development was enough to ensure that the retirement rate was drastically reduced. For chassis, the wealthier or better-sponsored drivers acquired

the latest in F2 were but one- or two-year-old F3 cars, with good engines and drivers, were more than a match for all but the top two or three.

As it turned out, it was a trio of March 722s which dominated the results in the hands of Bill Gubelmann, Cyd Williams and Vern Schuppan. The American Gubelmann, who had won an early race at Mallory Park in 1971 before returning to the USA, decided to concentrate on the British scene in 1972 and a combination of excellent Brian Hart engines and thorough preparation gave him the championship by just three points from that perpetual bridesmaid, Cyd Williams. Cyd, once again driving for Graham Eden, began with Eden's 1971 Chevron B18C which was good for a few wins before the March came along. On his day, Cyd was unbeatable by anyone except Schuppan but he seems destined to be thwarted just as he is on the verge of greater things. Schuppan had a scrappy season first of all waiting for his March to arrive, and then being diverted by BRM into F1, as well as trying his hand at F2. Nevertheless his driving remained one of the most spectacular things about club racing in 1972 and he will surely justify BRM's faith in him.

Behind these three were one or two drivers capable of getting among them when everything was right. John Nicholson, the McLaren engine man, used the interesting new Lyncoar and was always well up, scoring one win, while Bob Gerard entered his former chief mechanic Bob Salisbury in a Brabham BT35 and was rewarded for his confidence by a remarkable sequence of points-scoring finishes which only stopped very near the end of the season. For sheer consistency, Salisbury was hard to beat but he never managed that elusive win. One man who seemed destined for several wins but, in the end, only took one was John Lepp who was entered by Bob Howlings in a works-assisted Chevron B20. Lepp was plagued with one misfortune after another but was finally rewarded with a fine win in the wet at Croft, before his luck returned to normal. The money invested by Tate of Leeds in their team for Chris Meek and Malcolm Wayne was hardly rewarded in terms of race wins but the smart and colourful turn-out of the cars, drivers and mechanics ensured that they never went unnoticed, which is what publicity is all about after all. Meek himself was never lacking in publicity either, whether it concerned his driving tactics or the legality of his engine. A sensational win at Snetterton with the ex-Wilson Pittipaldi March 712M was clouded by a protest which was later thrown out but the extraordinary behaviour of the Tate team, after they discovered that they had been the victims of

Some people wished Crystal Palace had closed down earlier than when it did: Mike Wilds' Ensign hits the North Tower sleepers.



another RAC cock-up, left a sour taste on some mid-season races. As often happens with the RAC, they preferred to ignore the realities of the situation which had arisen and govern the sport as they are appointed to do.

Peter Wardle and Johnny Dimsdale used Lotus 69s, the former showing the greater consistency while the latter showed flashes of great speed interspersed with mechanical disasters. Reg James did things with his Brabham BT26 which no one really expected and it would be interesting to see him in a brand new car. Mike Walker with the Ensign F872 and Tom Pryce in the works Rylee RP12, were not seen often enough to make a significant impression but they won a race apiece and gave notice that the expected crop of ex F3 drivers in 1973 will make some of the old hands work for their money. One very pleasant aspect of Formula Atlantic has been the track manners displayed by most of the drivers, with about one exception. A major shame has never really seemed to me in this formula unlike F1 and FF and it will be interesting to see whether the new arrivals stir things up a bit. Yellow Pages are sponsoring a six round international championship this year with BP taking over the club series and the prospects look very good indeed.

Since it has been fashionable this winter to award star ratings in various reviews, we thought we'd have a go at nominating an unofficial champion and runner-up in each club racing category, on a purely subjective basis.

Champion: Syd Williams. **Runner-up:** Vern Schuppan.

FORMULA 3

The International Shell Motor Sport series with its generous prize money has ensured that the majority of F3 drivers from this country stay here during the summer and don't go wandering off round Europe like they used to. This has meant that the two club racing championships, sponsored as ever by Lombard North Central (née Lombank) and Forward Trust, have benefited considerably and entries for most races have been full.

The Formula Ford circus act was a popular feature at many meetings. The clowns who performed such acts proved popular with the young audience, but not with their fellow performers.



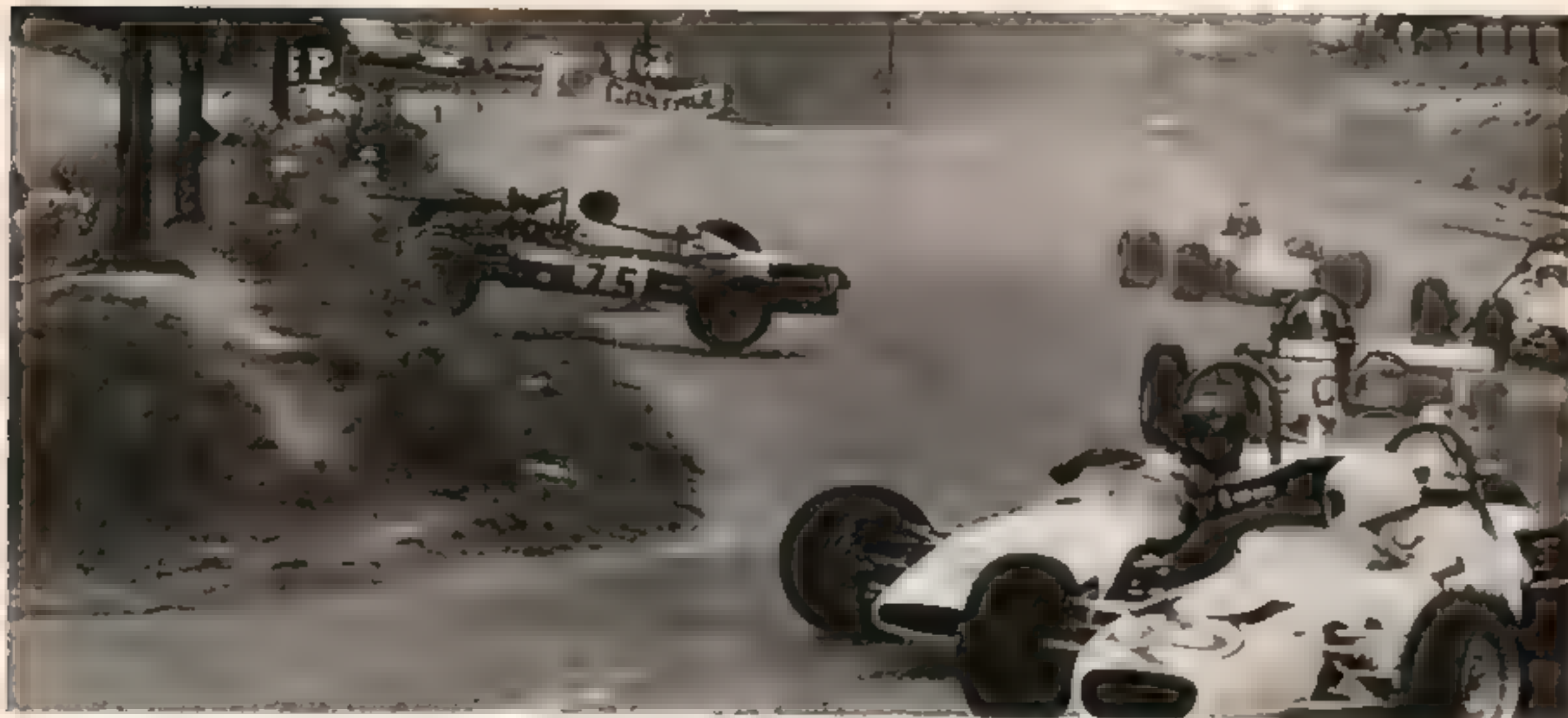
F3 drivers stage a walk-out against wet-weather racing at Silverstone.

The Lombard Tolly was initially scooped by Andy Sutcliffe in the works GRD 372 but as the season wore on Sutcliffe's luck turned sour and Ricky von Opel's dedication to success saw the works Iberia Ensign driver catch up and snatch the championship at the last round. Poor Sutcliffe even lost second place to Tony Brise who persevered to begin with in his unsatisfactory Brabham BT191 before switching to a GRD with which he ended the season on a high note. The other significant feature of the Lombard series was the driving of Damien Magee who began with a Palliser before taking over one of the Tiran Auto Centre's Brabhams. Magee must be Lister's answer to Regazzoni for he made these two less than perfect cars go adequately quickly and earned a shocking reputation in doing so among the other drivers. If he could calm down a little and remember that discretion is sometimes the better part of valor, his true talent might emerge more clearly and at the same time he might find the others liking him more.

Roger Williams's season has already been covered in these pages in so much detail that little more need be said. He won

the Forward Trust championship as he intended to do although he was helped by the lack of co-operation between the two works Ensign drivers. Von Opel had his championship anyway but poor Mike Walker, a driver of undoubted talent and great experience, just did not get the breaks. He seems to be too "nice" a bloke to make a top class single-seater driver and his undoubted ability to drive very fast and neatly would surely show up best in sports cars. A driver of similar character is Bob Evans who drove a March 723 for Walker's one time sponsor, Alan McKechnie. A couple of years ago Evans was the man to beat in Formula Ford and the ability still seems to be there, only in the rough and tumble world of F3 it tends to get trodden on. Finally, and inevitably, there was Masami Kawashima, the admirable young Japanese driver of a GRD, whose lightning reactions kept him on the track in the most unlikely situations most of the time and earned him one win at Silverstone. He seems to show more natural flair than Tetsu Ikuzawa, no mean F3 driver in his heyday, did at the same stage, but whether it can be harnessed for greater things





Move over: While Forrester's F4 attempts a novel short cut over the bank into Cadwell's hairpin, Elkington and Craven interlock wheels.

remains to be seen.

Champion: Roger Williamson. Runner-up: Mike Walker.

FORMULA FORD

As we said at the beginning, this was the real growth area in club racing with the rather too healthy situation arising at certain meetings of nearly 100 entries having to qualify for 25 places on the grid. In recognition of the importance of FF, Peter Browning came up with the idea of a Formula Ford festival at the end of the year, run on a knock-out basis at Snetterton with worthwhile prize money. This was very well supported although we know that some drivers stayed away for fear of becoming involved in a sort of end-of-season destruction derby.

One welcome trend during the year was stricter policing of engines since it was becoming all too apparent that certain engine tuners and drivers were deliberately flouting the regulations and getting away with it time and again. The problem of engine checks is a difficult one. First of all the scrutineer has to know what to look for and the ingenuity of engine builders is occasionally ahead of him. The situation isn't helped by the Ford Motor Company carrying out modifications on the production line which are not immediately incorporated in the regulations, which affected both Formula Atlantic and Formula Ford during the year. Drivers with a potent, but legal, engine then complain if it is impounded after a race for stripping since they will be unable to rebuild it in time for the following weekend, while fellow competitors are frightened of protesting a doubtful engine in case they are proved wrong and have to pay for the rebuild.

A lot of competitors think they know who is using an illegal engine but then the engine is stripped and found to be in order. This happened more than once during the year and the immediate reaction is to say that the inspection wasn't carried out properly. Other organisers don't want to know after a race when a driver wants to challenge another's engine, and discourage a protest being made. It is surely in the interest of Fords, who derive enormous publicity from the formula, to ensure that it is completely honest by providing the facilities for the engine of every winner of every championship race to be checked within a day of the event and returned to the owner in good time for the next meeting. And none of this nonsense about sealing engines in the chassis for

removal later at the engine builder's premises—they should be removed on the spot. Finally, there is a rule in the regulations which provides for the exclusion from a championship of any driver found with an illegal car in one of the qualifying rounds. We wonder whether this rule has ever been or will ever be, enforced. If it was, it would surely discourage dishonesty.

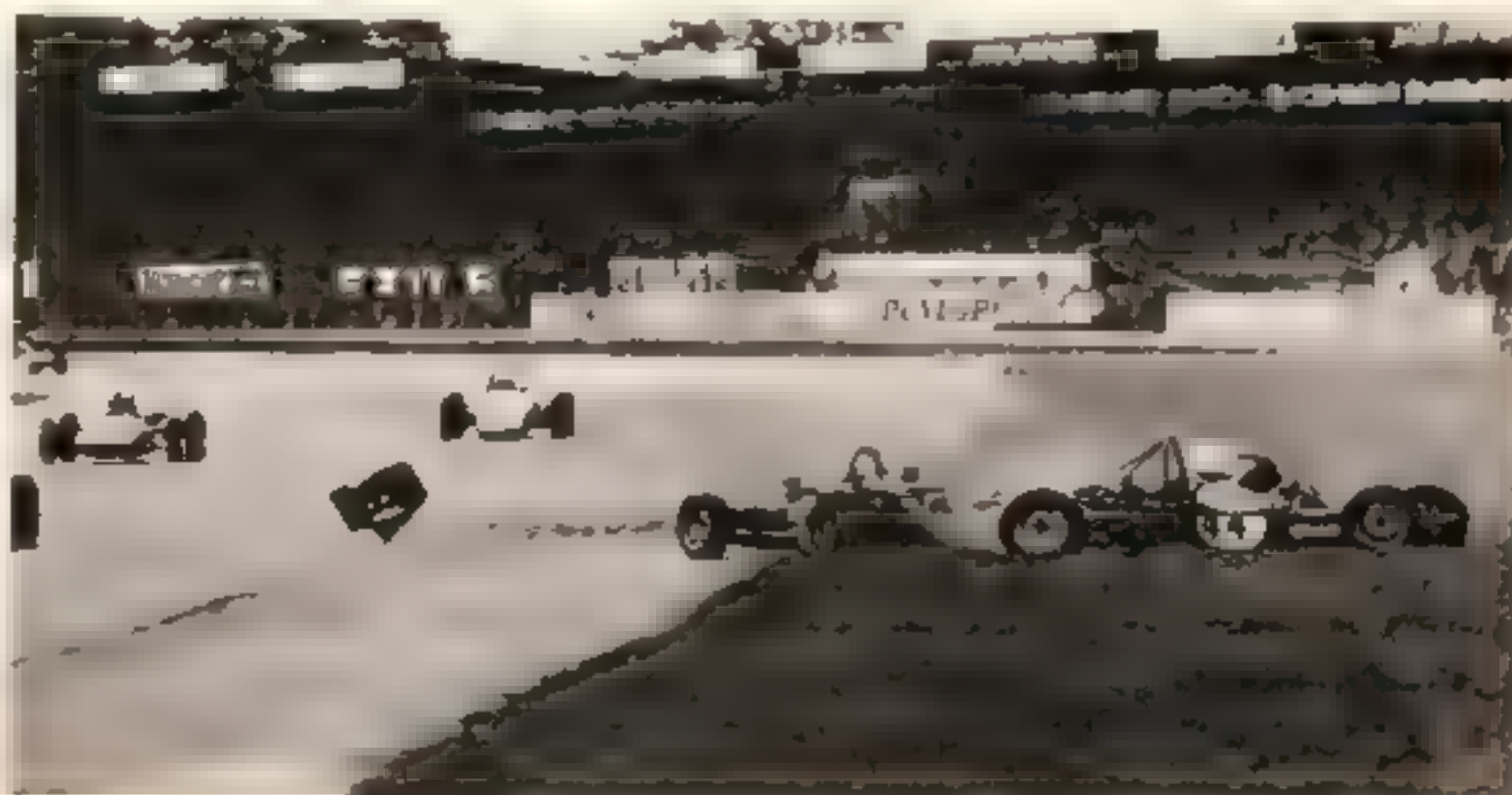
Engines remain the key to success in the Formula for chassis design has changed very little over the years. Basically the cars are still modelled on F3 machines of the mid sixties although side radiators have sprouted on one or two chassis. Tyre equipment remains the universal Firestone Torino which, for all the complaints about the need for at least two sets for wet or dry racing, must be so much cheaper than the racing tyres used in, for example, F3.

At the start of the season it looked as though it would be another Brise season for Tony's younger brother Tim showed excellent form in a specially modified Merlyn Mk 20. After a brief involvement with the Catnic Eiden team, however, Brise decided to quit the FF rat race while the going was good and set out on a rather unfortunate F3 career. With Brise out of the way, two experienced old hands dominated the scene, winning most of the major races and dominating the champ-

ionships. Ian Taylor in the works Dulon LD9 only started winning when he switched to a Rowland engine but then carried all before him to take both the Daily Express and BOC titles and the third Grovewood award. His main rival was Derek Lawrence, who returned to FF after a fruitless F3 season with a Palliser in 1971. Lawrence's immaculate Team Titan Mk 8 always shone at Silverstone and the other midland and northern circuits but never to the same extent in the south. A huge accident at Thruxton caused by another driver's carelessness interrupted his season so that he had to make do with second place in both the Daily Express and BOC and third in the Sunbeam Electric, although he deserved to win at least one.

The domination of Taylor and Lawrence tends to suggest that there was little really promising young talent on the way up. This impression is reinforced by the fact that Syd Fox, who was racing at Goodwood when most of his rivals were in short pants, took the Sunbeam Electric series in a Hawks DL9 while Ken Bailey, Lawrence's Team Titan team mate, is another who has been around for some time and was rewarded, after a season of second places in 1971, with many wins, and second place to Fox. Bob Arnott and his self-prepared white Merlyn Mk 20A was one new face who showed a lot of promise, taking the Brands Hatch-based

Back-to-back: an eight-wheel FF mowing machine in operation at Silverstone.



Townsend Thoresen title as well as a subsidiary Grovewood award, along with Lawrence. Apart from Arnott, two drivers in their very first season after a kart racing career suggested that, with more experience, they have a big future in motor racing. Dave Ferris ran a Merlyn Mk 20 and seemed destined to take the Silverstone Vandervell Novices' Award until, while practising for his first F3 race in a works March 723, he sustained a very nasty head injury which, hopefully, will not prevent him from reappearing this year. Doug Bassett immediately attracted attention because, quite apart from being totally unheard of, he was winning races in a Nike, which was almost equally unlikely. His driving showed a certain lack of maturity when involved with more experienced company and he, too, could have won the Vandervell Award but for a completely unnecessary accident at the last meeting.

In Ireland, North and South, Jay Pollock seemed to win whenever he turned out in his Crosslé 20F, his only rival being former king, Crawford Harkness, who ran a Lotus 89F for the second season. However, although Pollock is rated very highly in his own country his performances in England were generally unconvincing, probably due to lack of experience of the circuits. Scotsman Donald MacLeod built his own Lotus 89F from an old F3 89 and often made his trips south of the border worth while although he seemed to lack consistency. Another Lotus 89F which scored many wins, usually at non-championship meetings, was that of John Sheldon who would surely have done even better but for breaking an arm in the paddock half-way through the year. Peter Harrington decided to replace his ageing Merlyn Mk 11A with his own design, which he christened the Cougar. This neat little car was a winner in the north right from the start, even with Harrington's old Steele engine, and once he had acquired a good Scholer motor, this enterprising designer/driver showed excellent form.

Encouraged by Tony Brise's successes in 1971, several teams plumped for Eldens, but the immaculate cars of the Catnic, Ippokampos and KVG camps had few wins to show for their investments. A Mexican, Johnny Gerber, teamed up with the rather wild Australian Buzz Buzaglio in the Ippokampos colours and Gerber has decided, on the strength of a win at the World Cup final at Brands Hatch by 2 sec after most of his rivals were delayed by a multiple shunt, that he is ready for F2. There's nothing like having confidence in yourself! New Zealander David Oxtan, who should really have been ineligible for Formula Ford under the BRDC-qualification rule because of his Teaman results, demonstrated that a well-used Merlyn Mk 11A was still a race-winning proposition in the right hands while the importance of FF racing in Britain was underlined by the number of foreigners who were regularly seen trying to make their mark. Among the more successful were Americans David Loring and Danny Sullivan, ~~Scottish~~ African Ian Schackter, Australian Peter Finlay and Belgian Patrick Neve. Other British drivers who created a favourable impression without ever winning the big ones included Merlyn drivers Rob Cooper, David Martell and Rob Wicken; Catnic Elden team-mates Chris Smith and Mike Catlow; Scotsman Graham Cuthbert with a Lotus 89F; Geoff Lees who kept the Alexis name among the leaders at Silverstone; Dave Morgan's younger brother, Richard, who showed the family flair in an old Lotus 61M; and Mike Taylor, who persevered without much money with the ex-Bob Evans Pallaser WDF2.

Champion: Ian Taylor. Runner-up: Derek Lawrence.

FORMULA SUPER VEE

There is something indisputably attractive about these Volkswagen-powered racing cars but, in its second British season, the formula is still having difficulty finding its feet. The cars themselves are significantly faster than Formula Fords, run on racing tyres and cost a little under £3000 ready to race but only



And up your's mate (above). Plough the fields and scatter (below).



17 drivers scored points in the national championship. The prize money is good, too, but the competition from the very well established FF will always mean that FSV remains a minority interest.

Before the season began, 1972 Formula Vee champion Brian Henton declared his intention of winning the FSV championship on his way to a Formula 1 drive in three years' time. He formed his own team with two Crosslé 24Fs and almost succeeded in his aim. In the end, however, too many non-finishes thwarted him and he had to make do with second place by two points to Royale driver Tony Roberts. The latter began the season with a works-assisted RPI4 but crashed heavily at the Thruxton International and later found himself a seat in the ex-Tom Pryce RPS of TAS Racing. Consistent finishes, rather than many wins, with the older car kept the points coming in and gave him the championship. The third contestant for the title was Mike Hayes' son, another former FV champion, who kept his RPS for a second season and was also in with a chance of the championship before the final race, again due to consistent placings rather than outright wins. A retirement in the last race relegated him to third although he collected more points altogether than Henton.

Pryce, as the works Royale driver, ventured out occasionally and had three wins to show for it but his accident at Monaco with the F3 car, on which he was concentrating for the season anyway, prevented a more serious attempt at the FSV series, which he would probably have cleaned up otherwise. Two stalwarts of the class were Ron Grant, who ran one of the very neat Lola T252s and Bob Jarvis, who continued with the Pallaser

WDFVI, which was renamed the Davrian. Both these drivers could be counted on for stern opposition to the younger element and finished a point apart in fifth and sixth places in the championship with Jarvis just ahead.

Champion: Tom Pryce. Runner-up: Brian Henton.

FORMULA VEE

It never seems to get any better, nor does it get any worse. As a means of providing flat-four fanatics with a comparatively cheap means of racing a single-seater, FV has its supporters but as a spectator attraction, in this country at any rate, it is a dead loss and should be confined to the true, amateur type of meeting. The cars are not particularly quick by modern standards, look weird and ungainly and sound like nothing on earth. Nevertheless, competitor interest has been maintained although centred chiefly on BARC and Lydden meetings, so that at least there is usually a decent number of cars in any one race.

Graham Meek, a regular participant over the years, emerged as the most consistently successful driver in his McNamara and Unser Vees although, as ever, it was the Austro Vees which provided the main opposition in the hands of their latest owners Mike Bailey, Keith Hollamby and Jeremy Hampshire. The Scarab Vees of Martin Thompson and Bruce Venn were also well to the fore with Venn, in particular, showing good form at the end of the year by which time Bailey, a newcomer at the start of the year, had faded from the scene.

Champion: Graham Meek. Runner-up: Mike Bailey.

FORMULA 4

Oh dear! It doesn't improve. The 750MC continued to persevere with what must now be clearly seen to be a lost cause. Support for 1972 came from an organisation calling itself Low Cost Motor Racing, which may be an accurate description of the outlay involved but the whole thing took on a very impoverished air. Fields were very thin indeed and usually had to be amalgamated with the Formula Fords, the fastest of which usually won. As a means of enabling half a dozen or so blokes to race obsolete F3 cars or monoposto-bodied karts, the formula may have a purpose but it would surely be better to drop the whole thing and divert the energies involved towards the Monoposto Formula.

Champion: Nick Crossley. No runner-up.

MONOPOSTO FORMULA

At last for 1972, the Monoposto Racing Club acknowledged the existence of the Ford crossflow engine and permitted engines up to 1600 cc in the larger of their two classes. Chassis built by recognised manufacturers before September 30, 1966, are now admitted, too, which resulted in the Brabham BT18 becoming a favourite car although older Brabhams, as well as the very much encouraged one-off chassis, are still to the fore. By the middle of the year Trevor Scarratt had his downdraught-engined BT18 going well and won most of the later races, but Brian Jordan was still a formidable opponent with his older BT15, when it stayed reliable while Brian Toft showed that his front-engined Ancol was still highly competitive. Yet another Brian, Derrick Colvin's son, ran a Merlyn Mk 10 and managed some good results but former champion, Chris Featherstone, having rebuilt his ex-Steve Thompson Lola T60 and clothed it in an F3 Ensign body, had a poor year with many mechanical misfortunes. Alan Baillie converted his FF Dulon into the Viking Mk 1 and went well while David Coombs' perseverance with the Renault engine in his Manta was rewarded with one win. Bryan Small's Lotus 35 only ran occasionally, but when it did, it was very much a front-runner.

The 1 litre class was poorly supported but utterly dominated by Mike Irons and his well-used BT18 which started life in the hands of the Chequered Flag in the great days of Chris Irwin. After such a good year it was sad that Irons should end up in hospital with a broken leg after crashing at the last Crystal Palace meeting.

Champion: 1001 to 1600 cc, Trevor Scarratt; up to 1000 cc, Mike Irons. **Runners-up:** 1001 to 1600 cc, Brian Jordan; up to 1000 cc, Graham Bowskill.

FORMULE LIBRE

Before moving on from the single-seater classes, mention should be made of the demise of formule libre racing. Silverstone instituted its own championship but it didn't really serve its purpose of attracting a nucleus of competitive single-seaters and sports cars to every round. Without really concentrating at all two drivers found themselves in with a chance of taking the title at the end of the year and George Silverwood in his Chevron B19 ultimately triumphed over Johnny Dimadale's Lotus 69. An added attraction of this championship was a barrel of beer to the winner in the club house afterwards!

Away from Silverstone, only the northern circuits and Ireland regularly featured good entries of potent single-seaters. At Croft and Rufforth Tony Dean would air his latest CanAm and F5000 machinery, this time a McLaren M8D and M14A respectively, while he also acquired the ex-John Watson F2 Brabham BT30/36 for a bit of fun at the end of the year. Bill Wood's McLaren M10B and John Coulter's Lola T142 and Lotus 69 also added spectacle to these two circuits while Inghliston was often favoured by the fast Irishmen led by the Crosslé 22Fs of Brian Nelson and John L'Amie and John Pollock's

Lotus 69. Gerry Birrell also took his F2 Sports Motors/Coca Cola March 722 back to his homeland when his morale needed a boost. Nelson was utterly dominant in Ireland, although he was given some hard races by Pollock, who had to rely on an FVA for most of the year, as well as Ken Fildes in a similar Crosslé which acquired a Vega engine and reliability, a rare combination.

Champion: Brian Nelson. **Runner-up:** Tony Dean.

CLUBMEN'S FORMULA

This is the nearest thing to a real racing car with two seats, although front engines are, of course, compulsory. As predicted this time last year, the 1972 season developed into a duel between Ray Mallock's 1971 challenger, Geoff Friswell, and the 1 litre champion Noel Stanbury, who moved into the bigger league Mallock transferred to F3 until he hit on the idea of sorting out customers' cars by racing them, which gave Friswell and Stanbury something else to think about. By virtue of being ready for the first round of the Shell/Gregor Grant series, Friswell with his new U2 Mk 11B soon pulled out a healthy lead while Stanbury was still sorting out his new Gryphon C72. An unexpected threat came from Welshman Vernon Davies, who had also bought a new U2 with the latest Holbay motor, which he drove with great speed without quite having the experience to defeat Friswell or Stanbury very often. Having Stanbury and Davies to worry about meant that Friswell could never afford to make a mistake if he was to take the championship since Melvyn Coon's opposition in the 1-litre class was very much less. In the end, the strain proved too much and Coon's consistent speed in the Dino 4 gave him more points, although Friswell still won the class.

Another arrival from the 1-litre division was Sid Marler, who turned his beautifully-prepared Ellova into a 1600 only to see his season abbreviated in a totally unnecessary shunt in pouring rain at Mallory Park when the race should never have been started. Rob Cochran, in between garnering gossip for his column in *British Racing News*, found time to earn some championship points and take a few non-championship wins in the latest Bladen BRL4B, while Malcolm Jackson persevered with the one-off Alexis Mk 21 although one felt his talent would have been better deployed in a U2 or Gryphon. Barry Foley's rebuilt Lotus 7X was another very rapid contender. At Silverstone, where the Luton Motors Group sponsored a championship, Bob Glass was the dominant driver with his U2 Mk 8/11 although Mark Sharpley's Whiskey One proved equally rapid whenever it raced.

Coon was head and shoulders above the rest of his 1000 cc colleagues although Noel Smith's Gryphon was fast when pointing the right way. Del Bevans and Ian Harrower had a pair of the pretty DRW Mk 7Cs while Martin White faithfully followed the Shell

championship with his U2 Mk 11, scoring more points than anyone except Coon and Friswell. At Silverstone Peter Briggs' Scorpion and Mike Harmer's Angood controlled the class.

Champions: 1001 to 1600 cc, Geoff Friswell; up to 1000 cc, Melvyn Coon. **Runners-up:** 1001 to 1600 cc, Noel Stanbury; up to 1000 cc, Noel Smith.

SPORTS GT

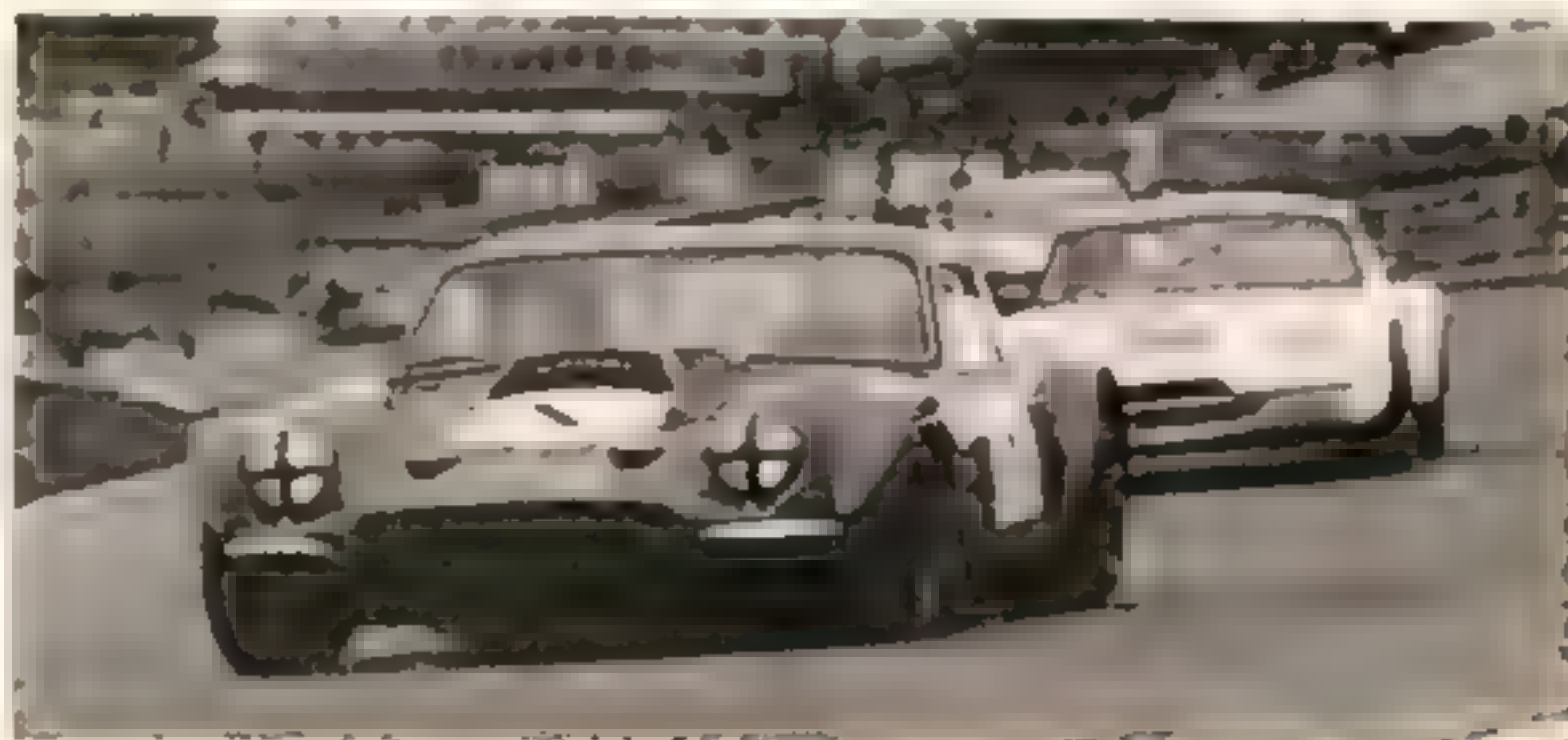
Like *formule libre*, this is a type of racing which can be very good if the international boys have a spare weekend and can be bothered to enter but being, by definition, much more restricted in scope the chances of a good entry have diminished to the extent that races outside the Castrol Motoring News series are nearly non-existent. The unlamented death of Formula F100, and a slight revision of capacity limits, at least brought some life to the smallest category while at the other end of the scale, in every sense, the JCB Ferrari 512M driven by Peter Brown provided much-needed spectacle until a deal with Nell Corner took it out of Brown's hands and into comparative obscurity.

The winner of the championship was Jeremy Lord who returned to the wheel of the Minilite Astra RNRE with which he had already taken the title in 1970. His opposition was almost negligible in the class but he always set out to win the race overall, which he several times succeeded in doing once the Ferrari had gone. Sheer consistency with a Lotus 23 based Mercury t.c. gave Peter Long second place in the class standings. Until the Ferrari was taken away from him, Brown was vying with Lord very closely for the championship and his place was taken by Alan Fowler, builder of Mercurys, with his latest FVC-powered version. Otherwise the over 1650 cc class contained whatever Chevron B19 or 21 whose driver had some sorting to do for the next 3-litre sports car championship race. John Jordan continued with his potent McLaren M8B, mainly at Silverstone where he took numerous wins in sports and libre races before taking to the air for some aerobatics.

The redoubtable RAF officer, Les Aylott, campaigned his self-built Ardua for a second season, installing a self-prepared 1300 cc twin-cam Ford engine. This very DIY outfit demonstrated great reliability against the more sophisticated ex-FF100s and netted the class win. Probably the two fastest cars were the Aidon BRM 1/c A12X of Lyndon Thorne and John Calvert's Royale RP6, both refugees from FF100. Once reliability had been obtained, Thorne proved to be the steadier and beat Calvert into second place by one point. Mark Cole's Sturdgees SL2 and Brian Baker's Lotus 23B were other leading protagonists in this class.

Champions: Over 1650 cc, Peter Brown; 1301 to 1650 cc, Jeremy Lord; up to 1300 cc, Lyndon Thorne. **Runners-up:** Over 1650 cc, John Jordan; 1301 to 1650 cc, Peter Long; up to 1300 cc, Les Aylott.

Northern take-over northern mod sports drivers Ted "the next pint's on me" Worwick (TVR) and Jon Fletcher (Elan) battle for the lead at Brands.



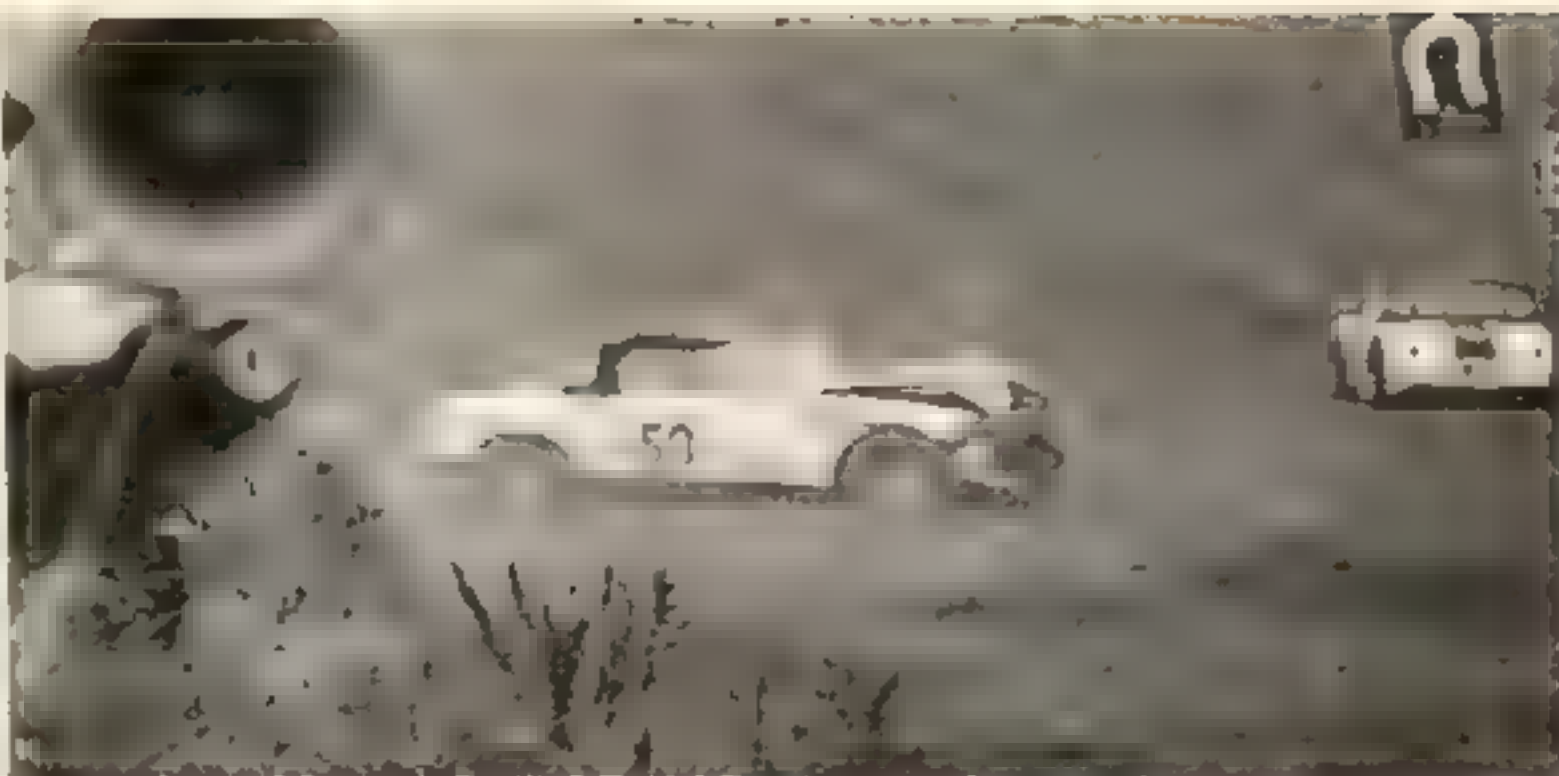
MODIFIED SPORTS

Still one of the most pleasant types of club racing, mod sports has been under attack from race promoters and others who think that people are tired of seeing Mk 1 Sprites and Healey 3000s mixing it with stark E types and nimble Elans. The answer is apparently production sports car racing. Like hell it is! Stand up all those gentlemen who propose to race their standard V12 E-types, Alfa Montreals, 350SL Mercs and Dino Ferraris this year! Not to mention 914/6 Porsches, Lancia Fulvia Rallyes and Jensen-Healeys. The whole thing just doesn't make sense when a perfectly successful national championship is replaced by something which will no doubt be supported, if indeed it is supported at all, by owners of MGBs, Midgets and Spitfires. The MGCC already run classes at their meetings for road-going cars and they seem to be just about the least well-supported. The E-types that race in mod sports are mainly cars that have developed over the years from wrecks and write-offs, not brand new, showroom specimens. Surely spectators would rather see these than none at all, as will happen with this Group 3 nonsense. Once again, as with FF100, where an attempt was made to cash in on the success of Formula Ford, it looks as though the moderate success of G1 has spawned another failure. And the first championship round is at Croft of all places! Any advance on six starters?

The second controversial issue arose when a club which seemed to have nothing to do with race organisation proposed at the Clubs' Conference that, for 1973, the smallest class limit should be raised to 1300 cc, offering some reason about competitors in autocross who use their brand new 1300 Spridgets, then find themselves unable to progress into club racing. It needed a concerted effort by the current 1150 cc Spridget owners to restore some realism to the situation so that we now have the ludicrous situation of an official 1300 cc class being ignored and an unofficial 1150 cc section being featured at most meetings. It might interest the instigators of the 1300 cc move to know that the prime exponent of the 1300 Midget, Richard Jenvey, runs a 1330 cc unit which would have to be thrown away before he could run in the 1300 section.

Having said all that, there is no doubt that the days of the winning Spridget are numbered in the face of the rear-engined Ginettas and Clans, which is not to say that there isn't plenty of life in British Leyland's old dog yet. Indeed, Ian Hall's Mk 1 Sprite tied on points with Barry Wood's works-supported Ginetta G16 for the 1150 cc class of the STP championship while the honour of Triumph was upheld by Andrew Talbot's very quick Spitfire. Apart from Wood, the chief Ginetta strength lay with the front-engined G4, and in particular that of northern farmer John Absalom, whose car was always immaculately turned-out and almost equally often a class winner. Roger Cowdry and Mike Gidden preferred to concentrate on the BARC's popular Chevron Oil series with their G4s, Cowdry winning his class.

The 2-litre section was the story of one man and his faithful steed, to wit Jon Fletcher and his white-where-the-cracks-don't-show Elan. Pursuing a dedicated policy of spending his money carefully and to good purpose on making the car go faster, and to hell with the bodywork, Fletcher terrorised the tracks all over the country coping with everything except the best E-types and Worswick's TVR and winning the Chevron while just failing to take the STP at the last gasp. Fletcher derived a lot of amusement during the year from the failure of the much-acclaimed VRM Elan which was built for Dave Brodie. It certainly looked nice, that is until Brodie stuffed it at Oulton Park, and then we hardly ever saw it again. The afore-said Jenvey never gave up trying with his self-developed Midget and showed what could be achieved with a lot of ability and little money. Apart from occasional forays by John E. Miles and his Turner Mk 3, the Elans of Brian Ashwood, Donald Morton and Max Payne were able to win when Fletcher



Is this what's meant by a modified sports car (above)? Pity they didn't add all those rescue vehicles into this sparse race at Brands (below).



either spun (occasionally) or failed to enter (even more occasionally). In Ireland Mick Nugent running an Elan against a plethora of Spridgets so rarely had opposition worthy of his ability.

As can be seen from the accompanying table Brian Hough had things all his own way in the 3-litre section with his trusty TVR Tuscan which is now three years old but still as immaculate as ever. Actually, this TVR is one of the more modern machines for the mainstay of the category is still the Austin-Healey 3000, of which the foremost exponent was John Gott, the Chief Constable of Northamptonshire, until his fatal accident at Lydden in September. In all Gott had three cars which he ran in conjunction with Peter Smith, who concentrated on the Chevron Oil championship with some success. Gott's death was a sad blow to motor racing for, as an eminent police officer, he was an invaluable ally on the side of the sporting motorist against the campaigns of successive governments who believe that fast cars and motor sport are fundamentally anti-social. Apart from the big red Healeys of Gott and Smith, the only other car to meet with any consistent measure of success was Rod Longton's TVR Tuscan; otherwise there was variety supplied by sundry Triumph TR4As, Morgan Plus 4s, Daimler SP250s and MGCs but little speed.

The E-type, for so long the dominating factor in the over 3-litre class, met with a serious challenge in 1972 from American V8 brute force. The year before, Richard Taft had built up a 5.4-litre TVR Tuscan which had shown a great turn of speed but lacked reliability. This car was acquired by Martin Luley, who has made a success of manufacturing this long-lasting car over the past few years, and he did a deal with former E-type driver Ted Worswick to give the latter a chance at the two championships. Worswick began with the same 5.4 motor and carried all before him to the extent that the E-type disappeared from the fray,

and the reduced points for fewer starters system left him with no chance of amassing enough Chevron points. The 5.4 then blew up to be replaced by a 4.7 Ford V8 just as Rhoddy Harvey-Bailey arrived on the scene with no less than 7 litres of Chevrolet Stingray. Unfortunately the TVR then consumed another engine and had disappeared for good by the time Harvey-Bailey was beginning to tame his mighty beast. Worswick still won his STP class and was second in class in the Chevron series.

Beating the TVR was a Jaguar but not an E-type. Instead it was John "Plastic" Pearson's incredible home-brewed XK120 to which the enthusiastic owner had added so much lightness over the years that it was more than a match for the later offerings of the Coventry firm. There were still plenty of Es around, particularly in the midlands and north-west where Brian Murphy's smart yellow coupe began to show really well. At Thruxton it was still the John Burbridge/Tony Shaw story, the latter pursuing Chevron points elsewhere but with less enthusiasm than Pearson. The Morgan Plus 8 was still a little breathless in this sort of company but Robin Gray's Lawrencetune car and the Stapleton brothers added more spectacle to this very spectacular class of racing. In the north the Smith brothers kept their Cobras, Mike adding a few more cc's to his ex-Shaun Jackson car, but they were rarely seen south of Rufforth.

Champions: Over 3000 cc, Ted Worswick, 2001 to 3000 cc, Brian Hough, 1151 to 2000 cc, Jon Fletcher, up to 1150 cc, John Absalom. **Runners-up:** Over 3000 cc, John Pearson, 2001 to 3000 cc, Peter Smith, 1151 to 2000 cc, Richard Jenvey, up to 1150 cc, Barry Wood.

SPECIAL SALOONS

Despite, or perhaps because of, the introduction of Group 1 racing there was greater support than ever for the long-standing main-

stay of club racing, the special saloon car. Every club meeting has at least one race for this type of car and there were three major championships with a large number of participants while most circuits ran a smaller championship of their own, each one well supported. The attractions of special saloon racing have been enumerated many times before but include the unlimited scope for individuals to develop engines and chassis as they wish without interference from publicity-conscious manufacturers who spare no expense and employ the very best talent to win at any price.

A review of the saloons can only deal with a comparatively small number of names so apologies in advance to any worthies who have been left out. To begin with the 850s, Mike Evans and the immaculate Patrick Motors Group Mini immediately stand out. Originally built by Jim Whitehouse as a stop-gap until a 1-litre was ready, the little car proved so rapid, although a little slow off the line, that Evans continued with it all year, winning the Triplex championship outright and his class in the Hepolite-Glacier. Evans rarely crossed swords with the former B50 Mini king, Graeme Janzen, who concentrated on the Forward Trust series and won his class in that although Evans probably had a slight edge. Another ultra-quick Mini was built by Richard Longman for Peter Crouch and Neil Dineen while Robin Brookes and Wil Lawrence ran similar cars in the Brands Hatch/Thruxton area with much success. The Imp opposition was weakened by the retirement of Mick Odell so the only non-BL element came from a Mini with a Holbay/Ford engine built and developed by Graham Lloyd, who ran with some good results in the Hepolite.

Champion: Mike Evans. Runner-up: Graeme Janzen.

Lloyd's partner, John Hipkiss, at last hit on the right formula for success in the 1000 cc section, fitting his purple Mini with an F3 Holbay engine and winning his Hepolite class after a very good season. Otherwise, this was not really a Ford-powered class since both Terry McNally's and Les Nash's Anglias fell into less competent hands. The Mini-Ford theme was adopted by two experienced northern Mini-racers, Sedric Bell and Andy Barton, when they realised half-way through the year that more power was needed. Barton fitted one of the 1 litre F3 Cosworth SCAs while Bell persuaded Lloyd and Hipkiss to build another of their Holbay specials, the results being remarkably even although Bell was the more ambitious, travelling to Brands Hatch one day and blowing all the local hot-shoes far into the weeds.

Main opposition to Bell and Barton in the north came from Alex Clacher's Imp which enjoyed an excellent season, while other Imps were raced by Ray Payne in the Forward Trust, Jeff Ward in the Hepolite and John Homewood at Brands Hatch where he won the Kent Messenger title, beating long-time Imp expert Ray Calcutt in the process. Normal Minis were still very popular, Peter Baldwin and Len Brammer (with Longman preparation) in particular keeping up with all but the most potent, although in both cases they always seemed to be trying very hard indeed. David Gunn with another Mini was runner-up to Baldwin in their Triplex class. Finally, it should be recorded that erstwhile Imp driver John Turner found a way of making the ex-John MacDonald Anglia-BRM go quickly and stay together sometimes.

Champion: Sedric Bell. Runner-up: Alex Clacher.

If Fords lost their grip on the 1-litre section, they certainly made no impression at all among the 1300s where the Cooper S still reigned supreme with a couple of notable exceptions. Bob Fox, whose name has become synonymous with the club Mini over the years, fitted a special twin-cam Paul Ivey-built engine to his Mini Clubman and showed that he had found the answer to the ordinary Cooper S unless it was prepared by Richard Longman or driven at Brands Hatch by Terry Harmer. The other exception was far less successful on account of numerous teething troubles, but should be the car to beat this

year, namely Geoff Wood's Ford-engined, low-line Mini. This car cost Wood a lot of time and money but, at the very end of the year, he seemed to have found the answer to everything.

Fox chased Hepolite and Forward Trust points and won his class in both. In the former he was regularly pursued by Alan Shaw, with a Longman-prepared car, and Brian Cox until the latter demolished his car at Mallory. In the Forward Trust, which had several rounds at Thruxton, his nearest challenger turned out to be none other than Longman himself, returning to his first love after his F3 season had ended so disastrously at Snetterton in October 1971. Another Longman-prepared engine was acquired by John Chappel who was unbeatable at Oulton Park and Aintree at the end of the year. Likewise, Terry Harmer concentrated on Brands Hatch and Lydden to good effect and was more or less invincible, usually with the unrelated Joneses, Bob and Alan, in pursuit. Paul Hutton was the other quick driver of Bob Jones's car in many Hepolite rounds.

At Silverstone, where the very popular Triplex series was concentrated although it

did branch out a little for the first time, Paddy Chambers and Jim Balmer were very evenly matched and the class win was only decided on the last lap of the last round when Chambers retired. Ian Briggs commuted around the midlands with a very smart and fast car but did not concentrate on any particular series while in the north, Roger Matthews took over from Frank Gunn as the man with the fastest 1300, although the Clacher Barton Bell brigade were just as quick.

Champion: Bob Fox. Runner-up: Richard Longman.

Two cars dominated the over 1300 cc category, one a heavy-sponsored, expensively prepared variation of the basic theme, the other an ingeniously inexpensive interpretation of the scope allowed by the special saloon regs. Gerry Marshall, whose capabilities as a driver have been demonstrated on the club scene for several years, showed that Vauxhalls can derive as much publicity from club racing as Fords do from Group 2 and walked off with the Forward Trust title with the minimum of opposition, scoring 46 points, 13 more than the runner-up overall.



Nudge, nudge: say no more (above). "No, no, Mr Harvey-Balley, Corvettes are used for motorsports racing, not steeplechasing" (below)



and 34 more than the class runner-up. It was like taking candy from a baby. In the Hepolite series, on which Mick Hill concentrated with his Lola T70-suspended, Ford V8-powered Capri, there was more opposition from the likes of Colin Hawker's Escort V8 and Tony Sugden's Escort TC, but it was still Hill at the end of the day. In the right conditions, Hill was completely untouchable but a little rain on the track often added interest to the proceedings and made the outcome more uncertain. With Tricentrol sponsorship, Hill's driving improved considerably and there were fewer moans heard about it being all due to the car, and not the driver, which was always rather ironic considering that it was the driver who had designed the thing in the first place.

Escorts were as popular in club racing as in G2, particularly fast BDA-engined examples being driven by Norman Hodgson and Bob Torrie, the former winning lots of races in the North. Brian Cutting rarely left his home base at Thruxton with his Martin V8-engined Escort, which won most times out at the Southern circuit while Tom Jeffery deserves a mention for some very consistent outings in his Escort TC. Norman Abbott's exotic and fragile Escort with 2-litre FVA failed to produce the results its conception warranted and was sold to Tate of Leeds for Chris Meek's benefit, after Tate's own Escort V8, built by Chas Beattie, had been disposed of to Doug Niven, another good driver of an Escort BDA at Inghiston and Croft. The V8 theme was taken to splendid extremes by Tony Hazlewood who designed a Daf Rover, which looked like a Daf, sounded like a Formula 5000 car and was suspended like a March. Unfortunately, it also seemed to spin like a top but, once sorted, should give the Boss Capri something to work for. Tony Strawson began the year with a hacked-about version of one of the famous Coombs racing 3.8 Jaguars before turning to another veteran of the British Saloon Car Championship, the ex-Gartian Ford Falcon with both of which he was often a front runner. At Inghiston Bill Dryden's Pirella kept the GM Rag flying, Des Donnelly and Jackie Paterson doing likewise in Ireland in Viva GTs.

Champion: Gerry Marshall Runner-up: Mick Hill

PRODUCTION SALOONS

Anyone who has read through the sections on mod sports and special saloons will have surely appreciated the great variety of machinery which is to be found in these classes of racing. Be that as it may, the powers that be in their eternal search for something different, decided that the public wanted to see standard vehicles lurching round the tracks at half the speed and covered with advertising material. The ads immediately meant that the cars on the track looked far removed from the normally-hued models seen on the roads so that the average spectator needed to look no further to realise that they were watching something which, in its own way, had as little to do with the standard product as a special saloon. Underneath the sign-writing could be found expensively-blueprinted engines, "legally" lowered suspensions, racing tyres, limited-slip diffs and international-class drivers. This was supposed to be club racing! All those luminaries who stated that G1 would be cheap, and ideal for the beginner with his road car should have publically apologised.

Generally speaking, the racing was repetitive with the same cars doing the same things weekend after weekend. To begin with, there was something appealing about the unlikely angles at which the cars could be driven but, as they became more sorted, the great disparity in performance between the various classes could no longer be disguised. Of course there was some good racing as there can be even in F4. One cunning move on the part of several entrants was to provide cars for journalists, thereby ensuring that G1 constantly received copious and favourable coverage in certain quarters. **AUTOSPORT's** pages included.

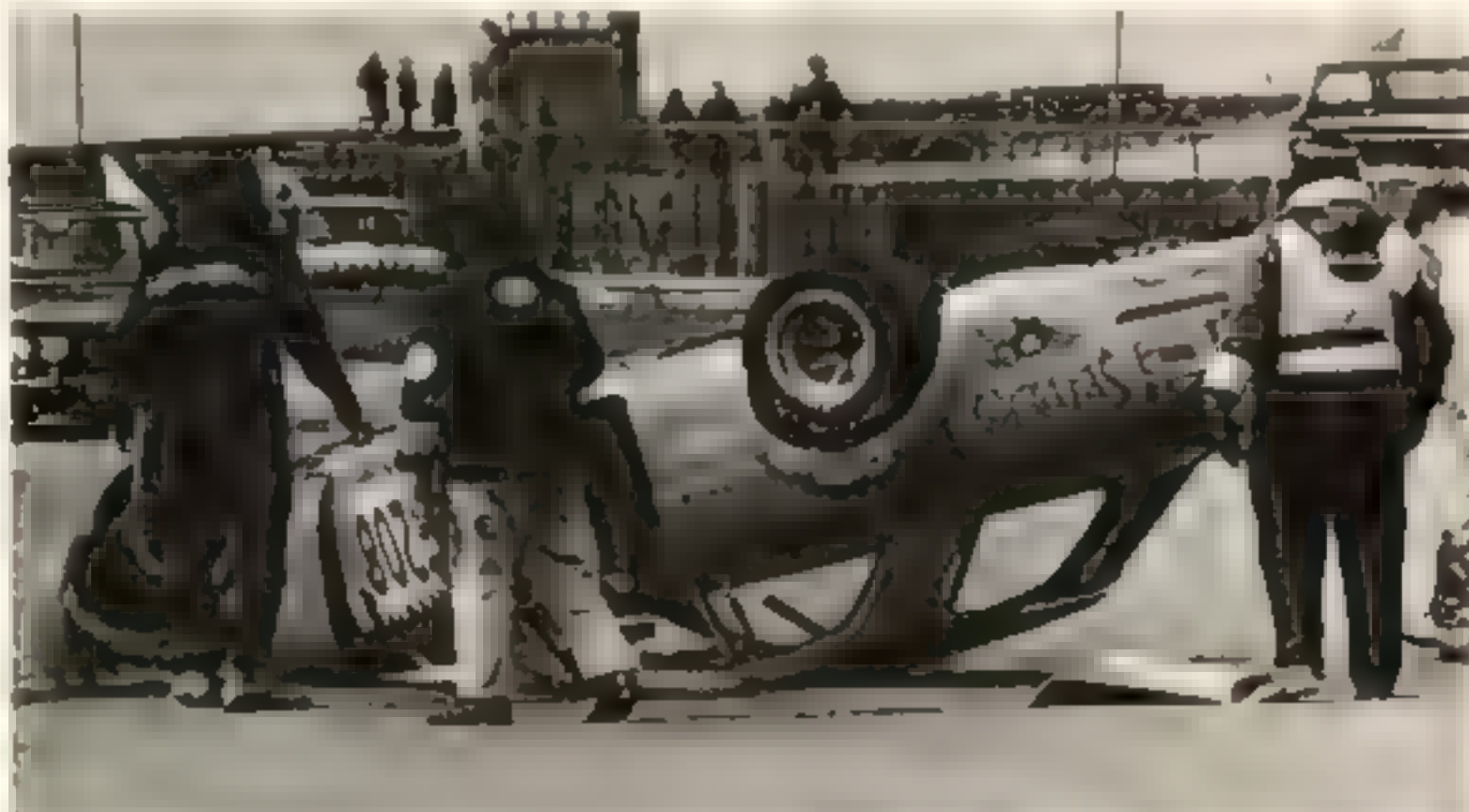
Classes were divided on the Dutch system

on a price basis, which worked tolerably well until homologation of expensive extras turned the whole thing into a farce. In the bottom drawer were the state-subsidised Moskviches which offer a lot of car at a ridiculously low price. All that was needed was a good driver, Tony Lanfranchi obliged, and the championships were both sewn up with almost perfect scores. Lanfranchi's opposition came chiefly from Bill Sydenham's

N600, which actually won once at Mallory in the rain, and John Worton's Mini which recalled the early racing Minis with its narrow tyres and wild understeer.

Champion: Tony Lanfranchi Runner-up: Bill Sydenham

Between £600 and £800 less tax you could choose either a Ford Escort Sport or a Ford Escort Sport strip it down and completely rebuild it into a racing car and then you



The marshals don't seem to be able to find the spider — well, of course they won't, this accident happened at Silverstone (a Catchpole joke!).



Mick Hill explains his misfortune to a marshal "Well, Brian, it just went straight on" (above). "Watch out, Richard (Lloyd), they're coming to get you" (below).



might win the class. Best at this game was Ivan Dutton, who ran with Lyons Tea sponsorship, closely followed by Jeremy Walton and John Lyon. Lyon had a car sponsored by the Trustees Savings Bank and prepared by Richard Longman, who was turning his attention partly away from Minis, and shared it with Longman himself and David Minchin. This car never seemed to handle as well as the other two but there was very little to choose between the three drivers. Craig Hinton thought he had hit on the right idea with an NSU 1200TT until someone discovered that Motor and Autocar had failed to incorporate the price reductions in their new car guides which governed eligibility. Hinton was elevated to a higher class where he was totally uncompetitive and one is left marveling at the ways in which the lists could be fiddled deliberately, bearing in mind that Motor was a co-sponsor of another championship contender. Alan Foster and Dick Jacobs of MG fame got together to run an MG 1300, which looked as standard as it probably was. Its early success and subsequent trouncing was a classic example of what went wrong with G1 during the year.

Champion: John Lyon. **Runner-up:** Alan Foster.

Chrysler UK employee Bernard Unett, sponsored by MOPAR, the spare parts offshoot of his employers, brought the Hillman Avenger GT to the race track in the £800 to £1100 section to match it against a host of Vauxhall Firenzas, led by GM's own GM, Gerry Marshall. If the rules had been rigidly enforced, both should have been disqualified from the championships before the season was over for running ineligible cars at Mallory Park and Thruxton respectively, but somehow they weren't. Would it have been different for a private owner? As it was Unett won the BARC/Britax championship class and Marshall, aided by larger engines and homologated extras as the season progressed, came away with the Castrol MCD class. Other Vauxhalls which benefited from the larger engine during the year were those of Dennis Thorne and Tim Stock, who at times was capable of giving Marshall a good run. This was also the class for the discontinued 1275 Cooper S, and the Escort Mexico. Alan Curnow found that life as a private owner in a works game was too much and had to pull out after showing, like Foster with the MG 1300, that standard saloons were far more fun to watch than homologation specials. Most of the Mexicos concentrated on their own championship, particularly after an oil pump modification which is permissible for that was declared illegal for G1 racing. However, Allen Wilkinson persevered more than most with some success.

Champion: Bernard Unett. **Runner-up:** Gerry Marshall.

The rich man's class began as a BMW benefit and ended in favour of Chevrolet, which displeased the builders of slightly cheaper cars who immediately proposed that there should be an upper price limit, presumably to eliminate the costly BMW CS and then, after discovering that this would not keep out the Chevrolet Camaro, someone proposed a minimum import quota. BMW began the season very well prepared with two 2002T's driven mainly by Roger Bell of Motor, supported by John Bloomfield and Mike Woolley. Opposition came from the two Roger Clark-entered Alfa Romeo GT's driven by brother Stan and former European Touring Car Champion, John Handley, and a Citroën SM for Mike Beckwith. Enter Ford, with some very lurchy Capris and their G2 drivers, Dave Matthews and Brodie. Still the BMWs won, particularly after Bell was given a CS, but then Ralph Broad set to work on turning a road-going Capri into a G1 racer. The BMWs went off to Spa, the Citroën lost interest and the Alfes got left behind and the only fly in the ointment was Richard Lloyd and his Camaro. Gabriel König had shown earlier in the year that a Camaro was a match for everything else at that stage but Lloyd, after sorting out several tiresome teething troubles, was consistently able to defeat the Capris, much to Ford's annoyance. It

will be a pity if politics eliminate the big American cars and we are left with an even more tedious procession of Capris, Mexicos and Sports.

Champion: Dave Matthews. **Runner-up:** Roger Bell.

Castrol continued to support the separate championship, begun in 1971, for G1 Escort Mexicos and the racing continued to be as keenly contested on and off the track. Once again the closely-matched cars created a spectacle which was just not available in G1 proper but this very evenness led to a lot of undesirable driving, the results of which may look great in the Daily Express but do little good for the future of motor racing. Andy Rouse rather spoilt things at the very front because his talented driving was aided by a Broadspeed car, than which there is nothing better, and he always had a slight edge. Colin Vandervell took time off from F3 to try saloon racing and suggested that there must be more driving ability halfway down an F3 field than at the front of a Mexico race. Vandervell won once or twice and ended up second ahead of Barrie Williams and Rod Mansfield, two very experienced drivers who also showed that skill can still triumph over stock car tactics.

Champion: Colin Vandervell. **Runner-up:** Andy Rouse.

MINI MIGLIA AND MINI 7

The Mini-7 C continued with their two very successful cheap saloon formulae which still provide far and away the best means for an impecunious driver to enter motor racing and stand a chance of doing well. Several Mini-7 men have found the sport to their liking and moved on to more sophisticated classes but others race happily

for several years in the friendly club atmosphere. One such driver is Mick Osborne who seems to have been racing his dayglo Minis, first in the 850 formula, for a long time. This time, with Len Brammer out of the way in special saloon racing, Osborne had little trouble in winning the Mini Miglia trophy for the 1-litre cars, where the degree of modification is strictly controlled but sufficient to allow speeds comparable with some of the fastest special saloon Minis. Osborne's chief opponents were Jim Burrows and Phil Spurling with Ian French often in the running.

Champion: Mick Osborne. **Runner-up:** Phil Spurling.

The 850 boxes remain amazingly durable, making up in closeness and reliability what they lack in speed although, as with the Mexicos, the closeness can lead to multiple shunts. Reg Armstrong won most of the races and the championship while Mick Moss won the TEAC series at Snetterton and Lydden. Other leading runners included Chris Tyrrell, Danny Boulton and Tony Westbrook.

Champion: Reg Armstrong. **Runner-up:** Mick Moss.

FORMULA 1200

Readers of recent letters in our correspondence columns may have gathered that Formula 1200 is about to change again, which has led to cries of increased cost and loss of direction. In the end, the changes will probably have little effect on this low-cost sports car formula which began as the 1172 formula just after the war when all that anyone had was a side-valve Ford 10 power unit. This year the ohv Ford will be joined by the Hillman Avenger engine but the cars will remain basically the same, if so many different shapes could be said to be the same.

Didn't he do well.



CLUB RACE WINNERS 1972

Driver	Car(s)	Overall	Wins Class	Total
1. Brian Hough 2	10 TVR T-yak V6	2	1 (17)	33 (38)
2. Tony Lawrence 1	15 Moke A 2	1	1 (20)	31 (39)
3. John Foster 2	16 EA	12	16	28
4. Gerry Marshall 15	25 Vauxhall V8 GT 2.4 and 2.3 Vauxhall F100 3.4 and 2.3 Vauxhall F100 3.4	22	7	22
5. Mike Evans 1181	141 equal	21	21	21
6. Mike H	4 and 5.1 Ford Capri V8	19	1	20
7. Dave Lawrence 1	FF 3.4 V8	19	—	19
8. John Handley 1	FF 3.4 V8	19	—	19
9. Bob A 1	FF 3.4 V8	19	—	19
10. John Handley 1	FF 3.4 V8	19	—	19
11. John Handley 1	FF 3.4 V8	19	—	19
12. John Handley 1	FF 3.4 V8	19	—	19
13. Barry Wood 34	11 C. H. 3.4 V8	17	1	17
14. Mike H 148	10 D. 3.4 V8	17	1	17
15. Ken B 1	FF 3.4 V8	17	1	17
16. Syd B 27	10 M. 3.4 V8	17	1	17
17. Bob F 1	10 M. 3.4 V8	17	1	17
18. Ian C 1	10 M. 3.4 V8	17	1	17
19. Ted A 1	10 M. 3.4 V8	17	1	17
20. Brian Nelson 30	22 Cross 3.4 V8	14	—	14

One of the delights of F1200 is the freedom which allows constructors to follow the front or rear-engined idiom at will, with all-enveloping bodywork also possible.

A proprietary, front-engined device won the 1972 championship in the shape of a U3 Mk 8 driven by Peter Cooke, whose standard of preparation tended to show up some of his colleagues. But chasing Cooke all the way was the aerodynamic, mid-engined Tetranychus Telarius, built and driven by Mike Taylor which was fast but less reliable. If these two cars dominated most races, they certainly did not always win and John Tasker's Centaur, with one win to its credit, took second place in the championship standings ahead of Neil Padden's Toucan, which won twice, and John Corboy's U2. Taylor, despite his speed, could only manage enough points for fifth place. Two occasional runners, who were fast when they appeared, were David Childs (Spook) and Arthur Mallock who showed that he had lost none of his old touch in one of his own cars.

Champion: Peter Cooke. Runner-up: Mike Taylor.

FORMULA 750

Now nearly all Reliant-propelled and sponsored by the Tamworth concern too, these little cars maintained their popularity and allowed a lot of ingenuity to be exercised on a very tight budget. Most intriguing car of the year was Robin Smyth's Warren, which was not only rear-engined but also supercharged, permissible with the 750 side-valve engine. This car won three times during the season, four less than David Newman who took his DNC Mk 3 to a total of seven victories and the championship, 1971 champion Mike Street, ran his DC Plus again, netting five wins and second place to Newman while Peter Ingham went better than ever in his neat little GT for third overall. A car to watch in 1973 may well be the latest offering from John Giles, whose JGS began to show great form at the end of the season.

Champion: David Newman. Runner-up: Mike Street.

And that's it really. We've omitted historic and vintage racing which really deserves an article of its own now that it has prospered so much outside the VSCC with the JCB Championship. The attraction of the sports-racing cars of the fifties has resulted, amongst other things, in the sight of Gerry Marshall in a Lister-Jaguar. Put him in a Ferrari and we would never know that Gonzalez had retired! The JCB champion was another "modern" racer, Willie Green, in a Maserati Td1 while it was fitting that the last meeting at the historic Crystal Palace circuit, which the GLC has given over to the sports at which this country never succeeds, should be for the historic cars which will still be racing long after every Formula Ford and racing Mini is on the scrap heap.

Nice one, Gerry.



CLUB RACE WINNERS 1972					Overall	Wins	Total
Driver	Car(s)						
21 Terry Harmer	13 Min Cooper 5/10 Min Cooper 5	7	7		14		
22 Alan Carter	10 Min Cooper 5	6	6		14		
23 Gerry F. Shaw	16 Min Cooper 5	13	13		13		
24 Jeremy Lloyd	46 Alfa FVA R4R1A	6	7		13		
25 Norman Hodgson	18 Ford Escort RS	12	12		12		
26 Mike Giddens	10 Min Cooper 5	7	5		12		
27 Bernard Little	13 Min Cooper 5	1	10		11		
28 John Jordan	70 Min Cooper 5/10 Min Cooper 5	10	11		21(10)		
29 Mike Jones	54 McLaren-Ford Special V8	10	11		21(10)		
30 Chris Mees	10 Min Cooper 5	10	11		21(10)		
31 Syd Williams	10 Min Cooper 5	10	11		21(10)		
32 Rob A. Brookes	10 Min Cooper 5	10	11		21(10)		
33 Roger Matthews	10 Min Cooper 5	10	11		21(10)		
34 John G.	10 Min Cooper 5	10	11		21(10)		
35 John Padden	10 Min Cooper 5	10	11		21(10)		
36 John Harper	10 Min Cooper 5	10	11		21(10)		
37 Dave Matthews	10 Min Cooper 5	10	11		21(10)		
38 John Sheld	10 Min Cooper 5	10	11		21(10)		
39 Peter Ingham	10 Min Cooper 5	10	11		21(10)		
40 Brian Cutting	10 Min Cooper 5	10	11		21(10)		
41 Peter Baldwin	10 Min Cooper 5	10	11		21(10)		
42 John G.	10 Min Cooper 5	10	11		21(10)		
43 John Padden	10 Min Cooper 5	10	11		21(10)		
44 Alan G.	10 Min Cooper 5	10	11		21(10)		
45 John G.	10 Min Cooper 5	10	11		21(10)		
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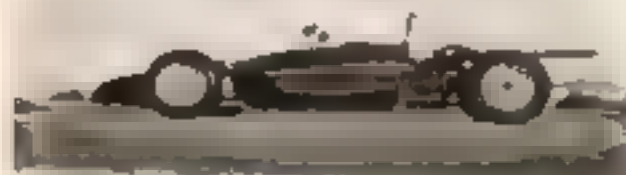
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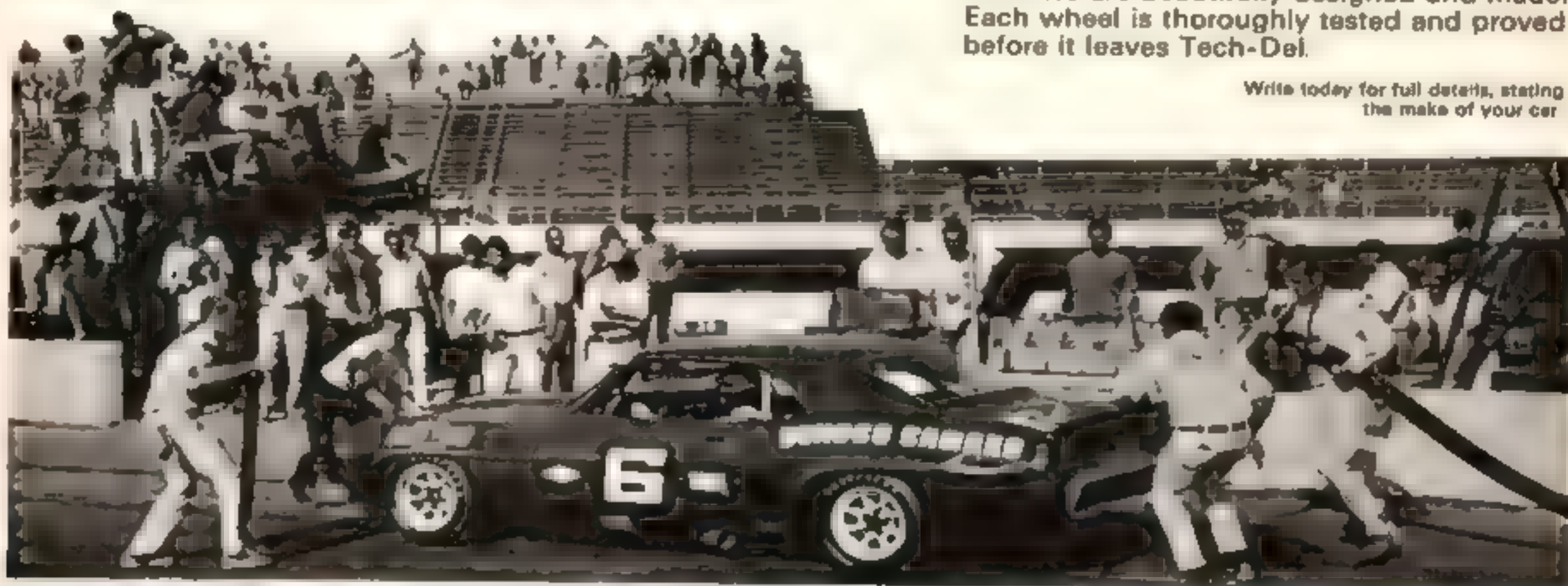
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Clapham's very own Imp-based GT car

Few GT cars based on a production saloon can have been inspired at quite such an early stage as the Davrian. Adrian Evans, managing director of Davrian Developments, first glimpsed a Hillman Imp in a Wembley pub car park in the early months of 1963, before the car had even been offered to the public and this, combined with the looks and engine positioning of the Porsche 904s and Ferrari LMAs went towards the production of the Mk 1 Davrians. Adrian, at that time a structural engineer in the building trade, built two Mk 1s in his front room in Grove Park, and they first saw light of day in 1965. Two years later, Adrian moved into premises in that hive of motoring enterprise, North Street, Clapham, and so Davrians moved into production. Later, Adrian became "father" to such later projects as Hugh Dibley's Palliser concern and Garry Birrell's successful Formula Ford campaign when he bought the lease of the yard at number 65.

The Mark 1 used an Imp floorpan, with plywood providing further strength in the open car, but despite the builder's preference to plywood, when the car moved into full production, Adrian accepted that fibreglass would have to be used to provide the basic moulds. However, Adrian's other talent, the structural side, considerably helped in making the mould rigid, so that as few heavy strengthening parts would have to be used, thus keeping the entire car as light as possible.

The Mark 6, which is Adrian's latest baby, consists of a basic monocoque centre section with contoured interior, seat moulding being included in the interior bodywork. There are three major mouldings involved: the under tray and wheel arches, interior pan and one piece outer body section. Loose panels consist of a bolted on front section with a removable access panel for spare wheel and front compartment, and a bolted on rear section with a hinged panel for day-to-day access to the engine compartment. The engine is mounted from a metal framework bolted into the rear section of the car, while the front suspension is easily bolted to the fibreglass pan.

As well as using the Imp engine and running gear, production Davrians also use front suspension, hand brake, and at present, the pedal assembly, but the latter is due to be changed quite soon, using floor mounted equipment. The frontal area on the Mark 6 contains the spare wheel, master cylinders, wiper motor etc, leaving little or no room for any sort of luggage. Despite the excellent fuel consumption of a Davrian, a point I shall expand on later, each car is fitted with twin aluminium fuel tanks mounted behind each front wheel and surrounded with foam for protection. Soft aluminium is used rather than a more rigid version so that tanks will bend rather than split. Each tank holds over four gallons and is topped with a Monza type flip-up polished petrol cap. Each car is automatically fitted with a roll-over bar, and full cage can be supplied, although Adrian has never heard of such equipment ever having to be used. With all the frontal area taken up with equipment, where does the luggage go? Well, as the engine hangs out at the back, and the seats are mounted into the bulkhead, there would seem to be little room, but somewhere between these two there's about 10 cubic feet of space, about enough to accommodate two small suitcases. As with a number of GT cars, the Davrian uses pop-up headlights which are operated by a cable and pulley arrangement, although some hydraulic system could be utilised. While earlier models had slide-up perspex

windows, Adrian's latest offering has wind-up glass or perspex units, and the rear quarter lights may be opened if desired.

Adrian Evans was kind enough to let me use two of his cars, although it must be said that neither car was really tested extensively, as they had to disappear to the other end of the country for a show. I was really thrown in at the deep end (if that's possible with an 875 cc car) by being entrusted with Adrian's personal car, which also doubles as the works hack. Some hack! The suspension was screwed up to non-existence and the Ian Carter oversteer engine was turbocharged to give somewhere around 105 bhp. Drive was through a Jack Knight gearbox, but biza selectors made the change from third to second rather stiff. To keep the oil on the move, a high pressure pump drones by one's right ear, but almost every other noise is drowned by the engine, as on this particular car, the sound-proofing was almost non-existent.

First, let me say that there were two things that really impressed me about the turbocharged car. I did about 130 miles in this car, and in this time, I was amazed by, and thoroughly enjoyed the tremendous acceleration, which at one time found me doing nearly 70 mph in second. Afterwards, on returning to Clapham, I was told that the turbocharger only came in at around 6,000 rpm, and I'd only just got into that doing 70! However, in the 130 miles, because of the unpredictable handling due to the suspension settings, I never approached the claimed 130 mph top speed but despite using good revs in the gears, I still used less than four gallons during the entire trip, an average of over 30 mpg.

My first few miles were in London when the car tended to get a bit hot waiting in queues, but once on the open road, the temperature soon dropped, and I was quite amazed that so many cars on the open road suddenly seemed to be going so slowly! I've never experienced cars just disappearing in the mirror before, and one tends to look at Lotus Elans etc in a new light, despite being almost half their capacity. While acceleration was the great joy, the handling I found very tricky. I've driven an Imp regularly on the road for some years, and while appreciating the power from the acceleration, find that the car's steering has the mind of a Happy Wanderer, with a fatal attraction for the underside of large lorries, so I suppose I would treat this aspect with caution. Adrian's

In a secluded spot in Clapham, the Mark 6 Davrian (right) shows up the slightly different lines of Adrian Evans' turbocharged Mark 5.



car was never as bad as our standard Imp but anyway, Adrian said I was probably trying too hard, with apprehension.

The interior of the car was sparsely upholstered, and I found the thick leather rimmed steering wheel considerably obscured both the rev counter and the speedo. Davrian offer a sun-roof as an extra, and being a bit of a fresh-air nut, I had it open the whole time, never once feeling the cold or using the heater, although the excitement of keeping the wee beastie on the road may have had something to do with it. The Davrian seats are really the dip in the bulkhead lightly upholstered, giving a comfortable reclining position, which entirely suited me, although for a more generously upholstered soul, the seating may be a bit tight across the hips!

Adrian's second offering was the standard production Mark 6 which was on the company's stand at the Racing Car Show. With a standard 875 cc engine, the car was less noisy, and because the suspension was softer I found the handling gave me no worries at all and quickly reached speeds which kept me on tenterhooks in Adrian's car. In city traffic, the car behaved beautifully, quite apart from its well finished blue paintwork attracting admiring glances from both male and female species of the population. The standard production car has a well-upholstered interior of Vinyde, and carpeting, which appeared to fit well and stay in position. I found it difficult to heel and toe, but as mentioned earlier, the pedal assembly is to be changed making the action easier. Whereas the instrument panel is directly in front of the driver on the Mark 5, the Mark 6 has a central console overcoming the obscurity of instruments, which consisted of speedo and rev counter, ammeter, oil pressure and temperature gauge. There is a fuel gauge as the idea is to run down one tank, switch over to the other when it runs dry, and then refill the first tank again, but warning lights are to be incorporated.

I found it interesting to note other road users' reaction to this uncommon car, for at all times I found myself being waved on and generally helped on my way. However, also attracted interest from the law, in particular, two unmarked police cars travelling in convoy in the fast lane for the entire length of the Dorking by-pass, some five miles.

So how much does it cost to buy this exciting car, remarkable petrol consumption and attractive looks? Davrian turn out the car in two forms: one for the fellow who wants to build it at home and supply his own suspension, engine etc. and one as a component car with either all new or reconditioned suspension parts and engine etc. The basic bodyshell is sprayed and upholstered with seats and dashboard and costs £505 while a component car with all new parts tops the £1,400 mark, although this includes Mag GT 5in aluminium wheels, full instrumentation and seat belts etc. Delivery time is four to six weeks for the bodyshell and up to 12 weeks for the complete component car.

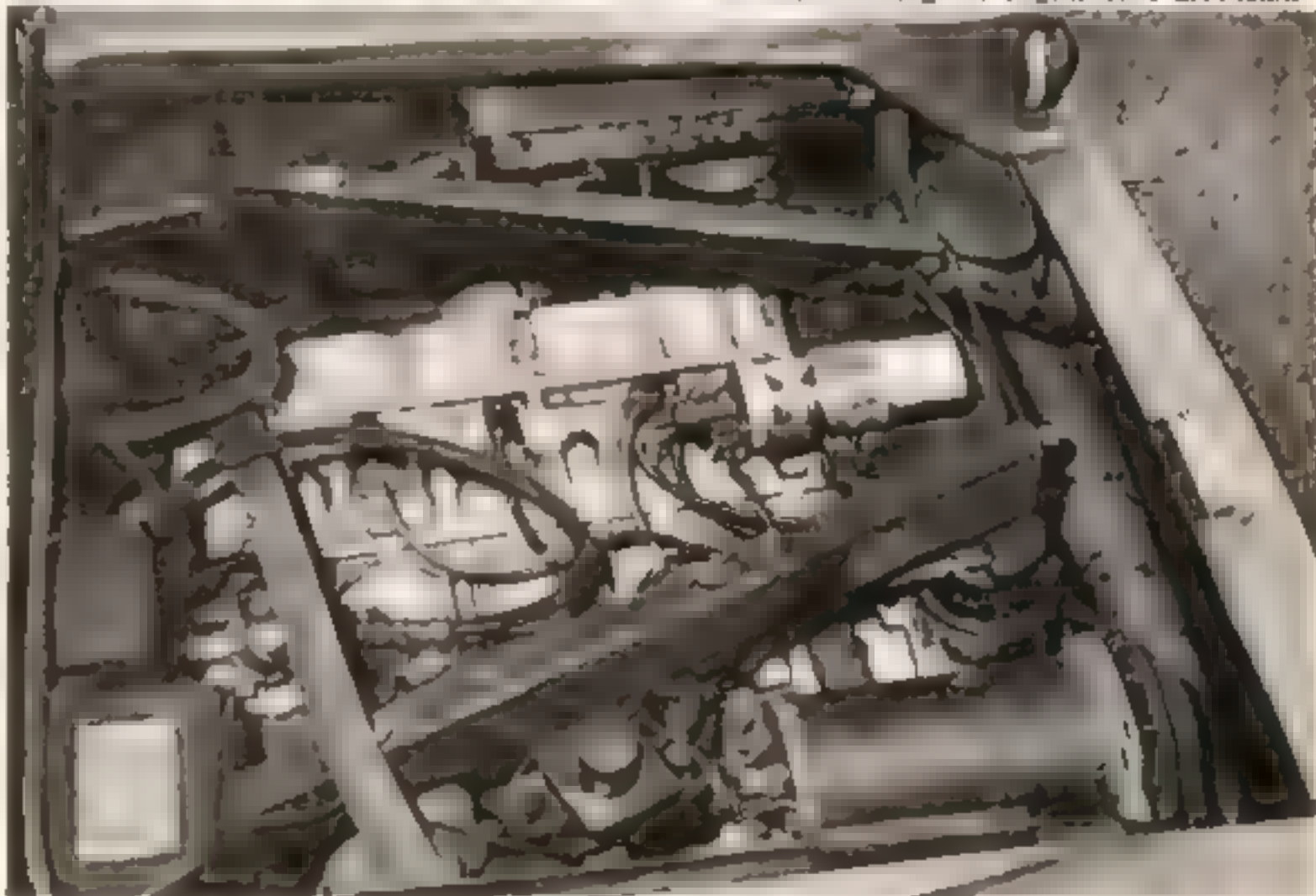
For the future, Davrian have produced a Mini-engined car, but still retaining the Imp running gear, and thus using Imp wheels and not dinky Mini ones thanks to some ingenious driveshaft reworking. This car is known as the Demon, and the Racing Car Show car boasted an Oseli-tuned unit. On the track, Davrian are running three semi-works cars, and it should be interesting to see who comes out tops between Davrian, Clan Crusader and Ginetta.

A number of rally Davrians will also be seen to be doing battle with Clans with cars on order for Alistair Martin, who will be doing the Scottish Rally Championship, Chris Woodcock who will have a Demon, and Tim Duffee, who'll use his on the Sherry rally.

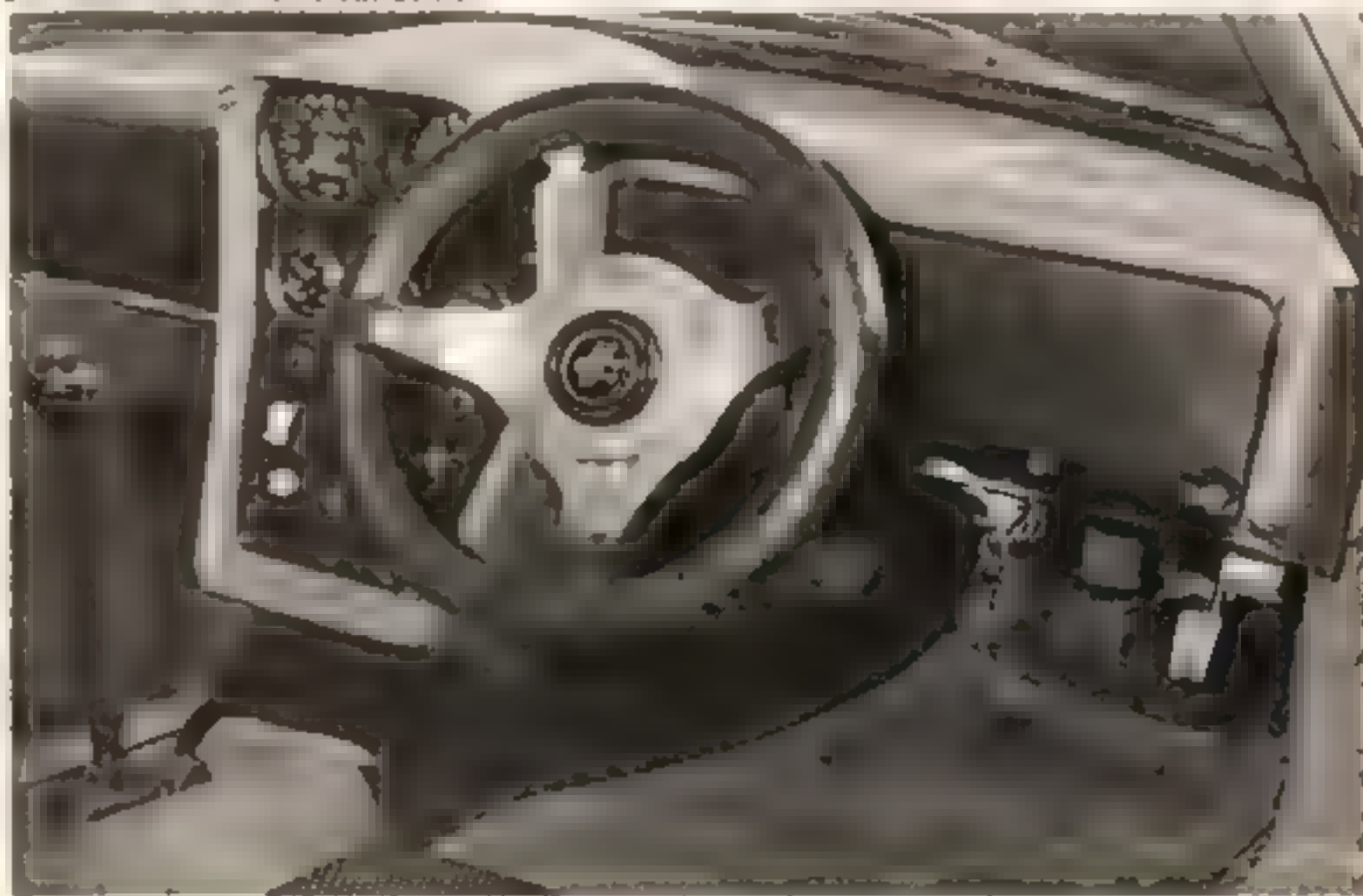
When summing up Adrian Evans' product it is not difficult to accept the excellent advantages of the phenomenal petrol consumption, pleasing looks and of course, excellent performance. One's misgivings are that it is decidedly two-seated with little room for luggage, but I was certainly sorry to take this exciting GT car back to Clapham, and look forward very much to my next outing in a Davrian.



Rear view of the Mark 6. The whole rear bodywork unbolts making the engine very accessible.



The framework from which the engine is suspended is easily seen above, with the turbo-charger in the top right-hand corner. The Davrian interior is entirely functional although the gearstick still has to be cut down.



It is already the second week of February, just over four weeks to go and then the 1973 domestic motor racing season gets under way for eight long months. Are you ready for it? If your car is built, tested, race prepared, refilled with your free oil, topped up with petrol, immaculately clean and tied on to your legally lit trailer, or loaded on the taxed, tested and insured transporter; and you the driver have renewed your club membership and racing licence, got yourself a full set of racing clothing, sent your entry form in and had it accepted, mapped out the route to the circuit, then you score nine marks out of 10. Why not 10 you all cry? Simple, a racing car and driver is never ready to go until the Union Jack is lowered on the grid and a great number are not ready even then.

All over the country a winter of hard work of building and preparing this year's competitive machinery will be either nearing the end, or the worker is bankrupt and being sued for divorce due to absenteeism from his marital duties. Only those who have to prepare a racing car really know how much time is taken up and what it really involves. I am a real hypocrite and am going to try to explain what it involves. Hypocrite? Certainly, I have my own car but have never got my hands really dirty in getting it ready to race. From the numerous letters arriving each month marked personal and bearing the stamp of my bank I am regularly informed that I cannot afford to own a racing car and in trying to establish where the money has gone I have got some sort of idea what it takes to get the car ready for me to go ego-tripping.

Last year was in fact the second year of racing for me and one in which the problems were more apparent as the car was wholly mine. The decision to have another go was taken back in October 1971 and that's when all the work started. Having made the decision to go racing and having decided that you can afford it the first thing to do is to find a car. Each person has his own preferences and for me it was clubmen's as before. A large number of newcomers start with secondhand cars and in many ways this is ideal. A thoughtful buyer will choose a proven car which he knows will be competitive. However only the very, very lucky ones can buy a car and go straight ahead and race it without laying a finger on it. It is all very well to adjust the seating and wing mirrors but after a full season's racing there are a lot of things which need replacing or at least a thorough check and clean. Parts may look good on the surface but could give trouble after two or three races during the season. The fatal mistake is to say "that's not important now, we'll look at it during the season" and then leave it. Time flies very quickly once the season starts and more often than not, these things get overlooked and then give trouble which can mean missing out races.

Planning ahead is very important. Make the decision about what car you want and get it as soon as possible. October to March may seem a long time but hold-ups on deliveries of parts occur frequently and those days lost are precious indeed. I repeat something that I have mentioned often in the past—do not underestimate the task. I have done this on two consecutive years and missing out those early couple of races and valuable testing time means that you do not really get on an even par until the middle of the year.

When choosing a car, new or old, consider things like delivery dates, availability of spare parts, how much work you have got to do yourself, where you are going to keep it, whether you can get anyone to help you. All these things are important and should be settled before the car is bought. After a year of clubmen's racing with the very first Gryphon, which was totally written off and given to a rather shocked North West London Harold Steptoe, I decided to ask Gryphon designer/constructor Andy Diamond if he would consider building a new car for 1972. At the time he was undecided about building any more cars and had not got a new design ready. He was rather surprised that I should want to take a gamble on a new design. However his work for us on the old car and on the other Gryphons that had appeared was so

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Gryphon designer Andy Diamond (left) and John Heitman, builder of the author's car, check it over.

Preparing for the track

by IAN PHILLIPS

impressive that there really was no other choice. The car was ordered towards the end of October.

The problems of finding a lock-up to work in near central London are enormous. Finding something under £5 is very difficult and some were as much as £35 per week. Nevertheless I was very fortunate to get one for £1 per week from a friend who kindly parked his car in the open. As I totally lack any sort of mechanical ingenuity somebody was going to have to build the car up for me once we had the chassis and all the bits. To pay somebody to look after a club racing car is something that few competitors can do. I was lucky enough to have a good friend in John Heitman who was prepared to give up work just to look after and build my racing car all for nothing for which I am eternally grateful. Anyone else in the same position is extremely fortunate but if you do have a problem finding somebody to help out try advertising in the local papers for an enthusiast to help with a racing car, state that there are no wages, but free entry to meetings, and unless you live in the Outer Hebrides I'm sure you will get numerous replies and find somebody suitable.

On January 1, 1972, we picked up our brand new chassis and with garage and builder organised the project started off in earnest. The first thing to do was to get the chassis stove-enamelled. This baked-on paint covering is a very important item as not only does it prevent rust but also gives the car a smart look. The stove-enamelling of the basic chassis was done at Arch Motors and while we were there we spotted a nice oil tank in the corner and came away the same afternoon having spent just £17.

The next step was to panel the chassis. The aluminium and numerous other items were from the other major clubmen's manufacturers, the Mallock family. The alloy comes at £2 per sheet and we needed six. The first frightening expense was the cost of the rivets needed to put the panels on the car once they had been laboriously measured and cut. At nearly £1 per 100, by the time you have broken a few in the pop-rivet gun and lost a few and put all the panels on, it becomes an expensive business. The fashion now seems to be to use half a dozen Dzus fasteners on similar cars to mine, instead of about 500 rivets. When the paneling was completed we picked up the suspension parts from Andy Diamond and sent them to Dave Brodie's Alex plating works for chroming. This is not an expensive process and looks a great deal smarter and thus more professional on a club racing car than either hand painted or stove enamelled parts.

Spherical bearings on the ends of all suspension pieces is now common practice in virtually all forms of racing. However for the private individual to get hold of the things is a nightmare. The Gryphon needed some Ampap joints and some Rose joints. When we had the sizes from Andy Diamond, getting them was the problem. It took nearly six weeks to get all of those we needed and it meant chasing and phoning all over the country for them. The cost was also something of a surprise; for the whole car to be properly jointed it cost over £1000.

The joints also need careful checking during the season to see if they have worn or bent at all. Some of the heavily stressed ones do tend to wear out quite quickly and it is advisable to carry some with you to



first ever run at Silverstone.

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circuits. In 1971 I was turned down by a scrutineer at Castle Combe for having a bent one on a rear radius arm. Having no spare I was at a loss what to do. Hoping for the best we swapped the bent one with a straight one from the other side and showed the scrutineer our great work. Without rechecking the other side he passed it and we raced but it is not worth taking the risk really and not all scruts are that stupid.

While waiting for the joints we ordered the nuts and bolts. Andy Diamond supplied certain of those needed but we also wanted some others. Having found a place in North East London that agreed to supply our order we then had to wait for something like two months to get everything we needed, and in the end we had to find somewhere else to get them. Promises in such situations rarely mean much and even cash beforehand didn't help.

However while all this was going on work continued on the car. We decided to have our own back end treatment on the car, leaving it basically open. The ingenious Mr Heitman designed a tubular structure incorporating the petrol tank, and a flat rear body top and aerofoil mounting. Our petrol tank was made to order by Grand Prix Metalcraft, who also had to modify the oil tank. The petrol tank cost just £19 and the service there was excellent. The tubular framework had to be stove enamelled and this was done at C&C Products in South London in just a couple of days.

One thing to check on a secondhand car is the shock absorbers; even if they are not dud after a season or more racing (they should not be) it is worth while sending them back

to the relevant company to have them checked. The Gryphon comes with Spax shockers and their service has been excellent.

For people building club racing cars major manufacturers' clearout sales are always worth a visit. Even if they are not having a sale, buying parts is not usually a problem. Small things like switches, hoses, unions and so on which are difficult to trace otherwise can all be obtained from these sources. During the year we visited March, Lola and Brabham for various bits and pieces. In our travels we picked up good cheap brake calipers, a new Varley battery for £4, a combined oil and water radiator and many other useful bits and pieces. Brabham even managed to dig out some old BT21 caliper mounts for us although this did take some time.

Wheels can sometimes be a problem as they are very expensive items now. The trouble with buying second-hand ones is that they invariably have to be modified to fit and are not always satisfactory. We put in a special order to Minolta and our set were ready stove enamelled matt black in three weeks for £130.

After many trials and tribulations with our home brew engine in 1971 we decided to get a second-hand Holbay unit this year. We were lucky enough to be able to pick up Ray Mallock's championship winning mill for £800 and it went straight into the car. We had no trouble with the engine at all during the year, although finding the right plugs to put in it took some time. However both Brian Mella of Motorcraft and John Glover of Champion were very helpful and the problem was soon solved. The engine was rebuilt just once during the year by Davron Developments in Newport Pagnell (who prepared it the year before) which cost us £50 including a full brake test. Unless you are an expert engine man or very wealthy then I can thoroughly recommend getting in touch with a small firm who as well as being about half the price of an established manufacturer tend to take more time and trouble with the engine.

Getting an exhaust system for the engine was a problem however. The U2 system with which it had been fitted obviously was not suited to a Gryphon, and although Andy Diamond now produces them, he was up to his eyes in work, so we decided to look elsewhere. After trying many establishments who all wanted a number of weeks to do the job, we went to Maxperenco (manufacturers of Dulon cars) who measured it up in a matter of minutes and produced it about 10 days later.

Originally we wanted to use a Mk 1 Lotus Cortina gearbox but after visiting every scrap yard we knew, and reading Exchange and Mart until we were blind, we were unable to trace one and so our old Wooler had to be mended and modified. The problem with this

was that Wooler no longer make gearboxes off the shelf and so we had to do it ourselves. At the same time we fitted a set of special ratios obtained from the Mallocks at £50. These worked well initially but after 10 races broke up. A number of people had this problem although ours lasted longer than anyone else's. In fact gearbox problems played havoc for about four meetings. We tried to skimp our way through with bodge repairs but it just was not worth the aggravation. In the end we bought a new Bullit box via Broadspeed and had a needle roller conversion put on first by Ajax Engineering in Coventry (run by clubman's driver John Smart) at a cost of £14. From then on, there were no problems at all.

Tyres are an expensive item costing around £130 per set. To a lot of club racing people that is a fairly prohibitive figure but all the big teams seem to discard their tyres when they are half worn; some just stack them up in garages and never advertise them. If you can drop in on some of the teams you will almost certainly find something you need at a good price. I bought a set of intermediates from F3 driver Andy Sutcliffe, kept the fronts and sold the rears and then obtained a set of used rear slicks and then Firestone hand cut a tread in them. The full set of tyres cost me altogether £5 and lasted a year. When Firestone introduced their new F3 wets at Monaco this previously all conquering Dunlop became obsolete for the majority, and consequently there were many sets going for a song. I picked up an unused set from F3 man John Macdonald for £80. It is well worth keeping an eye open for tyre changes in the big formulae and get in at the right moment. Two sets of tyres for a whole season cost me half the price of one brand new set.

As well as obtaining all the bits and pieces for the car problems can crop up like getting machining work done, arc welding and so on. We were lucky that Andy Diamond had all the machining facilities needed; if you can find a little man with the facilities, be nice to him as you might need him in a hurry and there are not too many willing to undertake small one-off jobs.

Once the car was built all it needed was a coat of paint. Having spent so much time and trouble on building a car it is worth having a decent spray job done on it. People are far more likely to admire your handiwork if it looks good and you never know but that all important sponsor might be lurking round the corner. Although I spent a lot of money having my car sprayed at the Haymarket Flat garage, North London Coachworks in Camden Town, the car really did look extremely smart and was admired and photographed everywhere we went; which even though it did not bring in much money it didn't half swell my head!

The final appearance of 1972 at Mallory Park complete with wing and wide nose.



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Near South Wimbledon Tube Station



Work in progress at the garage during the final stages of building the Gryphon (left). The original form of self-built club racers, 750s at Snetterton.

I'm very glad to say that when I buy my next Gryphon things will be a great deal easier, for Andy Diamond has now put the cars into full production and produces a very nice package deal which includes the vast majority of parts which otherwise need a great deal of chasing for the individual.

When your car is nearing completion it is time to start thinking about all the other things required before you can actually get on to the track. First of all you must have a racing licence. This comes from the RAC Motor Sport Division in Belgrave Square London. Newcomers have to start off with a restricted licence which costs £3 and comes with the two-part Blue Book which contains all the regulations for the various formulae and names and addresses of organising clubs, calendars, etc. To get a racing licence all you need is a current road licence and even then nobody ever actually wants to see it. When you receive the licence a medical form will arrive with it and this must be filled in by your doctor and kept with the licence. It has to be produced at every meeting when signing on, so do not lose it.

You also have to be a member of a motor club before you can get an entry at meetings. The two major clubs are the BARC and BRSCC. Being a member of either one of these means that you are eligible to compete in virtually every meeting in the country except those closed to the club and by becoming registered on their competitions list, you are automatically sent regulations and entry forms for most meetings in the country. There are literally hundreds of other clubs which you can join and get entries in many meetings, but not all. Membership fees vary but are usually up to £5. If possible try to keep your club membership card in the licence holder as this too will have to be presented when signing on for a meeting.

Having chosen a race that you want to compete in send off your entry form as soon as the entries open. Strictly entries are not supposed to be done on a first-come first-served basis unless the registration states that they will be; however, with the ever increasing number of club competitors many events are oversubscribed well before closing date and some secretaries take them on a first-come first-served basis. Nobody can ever guarantee an entry, but if you are prepared to fork

out a lump £50 the BRSCC run an entry service for all their championships which at least mean that the secretary will have your entry on opening day. Motor Race Consultants mainly operate abroad and for the major formulae but this year they will be extending their management service to Formula Ford for those who want all their paper work taken care of.

Now you have a car, licence, club membership and entry, what are you going to wear to drive the car? Fire-proof clothing is my mind should be compulsory for everyone. It is not a cheap exercise to kit yourself out completely but if you have any sort of vanity then you will invest in a complete set of underwear (long Johns, vest and socks), a one or two-piece overall, a balaclava helmet, an all-enveloping helmet and gloves. My initial outlay at Formula One of Carnaby Street was £60 for one of everything. This year I bought one of their excellent new one-piece overalls in blue, which everyone seems to wear, for £32 which included having my name embroidered on. They will also stripe them and put any badges on that you require. From the same place I got my visors and numbers. Try to keep at least one spare visor or better still have two dark and two clear ones. Numbers might sound a trivial thing but organisers and time keepers get very deeply moved if you do not have correct numerals on the right backing and in the right place. It is a stupid thing to get demoted to the back of the grid, if they decided not to time you in practice, so take a bit of trouble over them.

Transporting the car can also cause problems. Ideally of course you have an all-enclosed transporter and somebody to drive it, but this is not always a viable proposition for the club racer. If you have to tow with your road car make sure that all the trailer lighting regulations are complied with. Club racer Jeff Ward has recently won a couple of awards with an inexpensive trailer lighting board which will just fit on to the back of the trailer and complies with all H.V. Government laws. Also make sure the trailer is strong and reliable; too many are neglected and have wheels falling off which could result in either an accident or delay in getting to the meeting.

The major oil companies, Shell, Duckhams and Castrol, all offer oil contracts to club

championship contenders and this is well worth following up. All you have to do is to get in touch with the relevant competitions manager and ask him for a contract. Having received and signed it you then have free engine and gearbox oil at your disposal which saves a great deal of money. With Castrol, of course, you enrol as a member of Team Castrol which entitles you to other benefits as well.

Racing car insurance is now becoming very popular. Clubman's driver Ian Bracey, who is also a Lloyd's broker, has devised a scheme available through any Lloyd's brokers for virtually every kind of racing car insurance and it is well worth investigating the possibilities. Insuring on a race by race basis or full season's worth is fairly expensive for the unsponsored club racer but if you have a sponsor it is worth it, as you can virtually guarantee a race programme to him. Personally I insure for the whole time that the car is not under its own power which includes sitting in the paddock and is inexpensive.

Finally to add a touch of professionalism about the set-up I had a couple of dozen T-shirts made by fellow Gryphon driver Noel Stanbury's Stuff shirts company. To spread a sponsor's name around or get yourself noticed, this is a good and inexpensive way of doing it. When you have the whole car ready try to get a circuit during the week for a general test day. This will help enormously if you can sort the car out and get everything to your liking before going to an actual meeting. All the major circuits hold general test days at least one day a week and for about £8 you can drive round to your heart's content.

Well I hope the above gives you some idea of what you need to do and organise before you can make it to the race track. For those who know it all already maybe there is something you have forgotten and needed reminding of. Whatever you are doing or hope to do the two main things to remember is not to underestimate the cost and the time that the whole thing will take. There is no point in getting halfway through building a car and running out of funds or getting so behind schedule that you do not get on to the circuits until mid season as the hard earned greenies carefully spent will be wasted.



Where will you start the first race?

The season is now only four weeks away, will your first race be on the circuit or in the workshop. All G.R.D.'s will be complete and ready to go.



GROUP RACING DEVELOPMENTS, Griston, Norfolk. Tel : Watton 881521.

correspondence

The Pete Lyons fan club writes...

What a tremendous Grand Prix to start the season with, aided immensely by Pete Lyons very readable race report. I was delighted to see the CanAm man will be staying with you for all the Grands Prix. His writing style is suited admirably to racing in Europe as he has a deep understanding of the sport and a "freshness" which was lacking. Keep up the good work, Autosport, and if Buenos Aires is a portent of things to come this year it should be a great season for all (forgetting politics that is which is what we ought to do).

Regazzoni for World Champion?
KILSALE, SUFFOLK. JOHN ROLANDI

...disapproving of Jackie's comments

Congratulations to Pete Lyons for his Argentine GP report, yet another Lyons classic. Full marks to Autosport for signing him up for the 1973 season, the best news I've heard in ages. In my humble opinion Pete is one of that rare breed who can bring a race report alive, and along with Henry Manney III and Denis Jenkinson he ranks as one of the great post war race reporters. It was particularly amusing to read of the Stewart/Fittipaldi battle, after reading Jackie's comments in a certain daily the day before the race.

I quote, "Many people are saying that the race might develop into a duel between Emerson and myself, but I don't think there's any fear of that."

Who do you think you are kidding, Jackie? The name of the game is motor racing, and thank goodness for this Brazilian bloke who is interested in only one thing—winning. Anyway, here's to plenty more duels, so much better for the sport than long dreary processions.
HUPPERSFIELD, YORKS. V. J. PIDOTT.

Oil additives — who needs them?

From time to time comment appears in the motoring press on the controversial subject of proprietary lubricating oil additives. These are the products which a motorist can buy and himself add to the lubricant already in his engine in order, it is claimed, to enhance the oil's performance in one way or another.

As the leading British manufacturer of automotive lubricants, we feel the time has come to restate, for the record, our own technical view on the use of these proprietary additives. We feel that this view may be taken as representative of that of the oil industry as a whole.

All leading oil companies carry out extensive and highly sophisticated research in order to formulate lubricants wholly suitable for their intended applications, and they invest very considerable sums in the process. These lubricants have to conform both to internationally accepted military specifications and to the very precise requirements laid down by automotive engine builders.

A motorist introducing any proprietary additive to an oil company's finished lubricant is certainly deviating from the product formulation approved by the maker of his car. Indeed, some motor car companies have stated that such additions invalidate their warranties. One such widely available proprietary additive, for example, simply has the effect of raising the viscosity of an oil into which

it is mixed—in short it makes it thicker. Ignoring the fact that the oil manufacturer will already have been at pains to tailor the viscosity range of his product to the climatic and operating needs of the market, this seems a very costly (to the motorist) means of obtaining a heavier oil.

Proprietary additives fall into three classes:
1. Solid lubricants. These consist of colloidal dispersions of graphite and molybdenum disulphide and are widely used by the oil industry itself in applications where oil flow is limited or where temperatures are unusually high, resulting in moving surfaces not being fully lubricated by an oil film. Oil companies do not, however, incorporate solid lubricants in automotive engine oils and advise against their use for this application.

2. Thickeners. These consist of widely available polymers, commonly used in the oil industry itself (see paragraph four above).
3. Chemical supplements. These normally consist of differing mixtures of additives similar in chemical nature to those already included, in properly balanced proportions, in his own product by the maker of the original lubricant.

We state categorically that the use of any one of these three classes of proprietary additive in any high quality motor oil would tend to create an undesirable imbalance in the oil which could not improve and might well diminish its lubricating efficiency.
LONDON, NW1. LAURENCE SULTAN,

Public Relations Manager,
Burmah-Castrol Company

BTRDA simplify autocross travelling

Congratulations on an excellent review of the 1972 Castrol/BTRDA Autocross Championship. Unfortunately, the final paragraph may have caused some confusion since it implies that a competitor is expected to do all 21 qualifying rounds. This is far from true—a competitor is free to do all 21 rounds if he wishes but even so, only his best seven events will count.

In selecting events, the BTRDA Autocross Committee endeavour as far as possible to arrange that the majority of competitors have seven events within a 100 miles radius. For example, in the Birmingham area there are 10 events within a 100 mile radius of the centre and four of these are within 25 miles. However, not all competitors live in the Midlands and it is necessary to consider competitors in the South-West, South-East and North as well and it is for this reason it is necessary to have 21 qualifying rounds spread over the country.

One problem in 1972 was the tie-decider eighth round which several competitors on maximum points found very elusive. This has been dropped from the tie-decider rules for 1973.

Several competitors have found that they prefer to compete in Castrol/BTRDA events and do travel to the majority of the rounds. No doubt they will welcome the 1973 calendar which is based around the Motorway Clubs to try to simplify travelling. Of course, not all the events can be convenient to a motorway but ease of travelling was taken into account along with the need to give good coverage of the country.

If the author's suggestion of four or five circuits is taken up, rest assured it will be considered and not white-washed over. It must involve venues in the South-West, South-East, Midlands and the North. If each

is visited three times, then all the competitors (except those in the Midlands) would have to do approximately 3000 miles for the 12 events. Midland competitors would be better off with only 2100 miles to cover. However, currently a Birmingham competitor has to do only around 1000 miles for the seven qualifying rounds plus final.

STANMORE, MIDDLESEX. ANDREW THWAITE
(BTRDA, Autocross Survey)

Is FF sponsoring F2 at Mallory?

In these days of rising prices, when entry fees, spares, tyres, etc. are going up, it is nice when one can say that something is the same this year as it was last year—prize money.

I know we saloon drivers are racing for the love of the sport and are not expected to make money, but we would like to break somewhere near even. With entry fees up to the ridiculous level of £7, I find it incomprehensible that the clubs haven't negotiated a better deal with the championship sponsors, (BARC and Forward Trust, MCD and ?), so that third place at least covers the entry fee, if not some of the expenses.

Also Formula 2 fans should give the saloon and Formula Ford drivers three cheers for bringing their favourite stars to Mallory Park in March, as no doubt, some of the exorbitant £10—yes £10—entry fee which we are forced to pay will end up in their pocket. Perhaps we should boycott the meeting unless we receive part of the gate money as well.
FARNBOROUGH PARK, KENT. IAN RICHARDS

Huffed by Hough — again

Mike Kettlewell's article on lap records has 'done it again'. This time he has given my 2/3-litre record at Silverstone Club to Pete Smith, and the Aintree record for this class is out of date. Just thought I'd let you know in my annual letter to the magazine I have been reading since 1958.
WALLESEY, CHESHIRE. B. J. HOUGH.

Herr Foley, you haf been varned

Ve haf been vearing your narste magazine for meny years undt ve do nut leik zee vey you treat our grayt NAZIONAL HERO Von Turnips, why do ve ownly veed ov zis mann verry okasionally.

Zee narste Barry Foley duus nut leik our Hero Von Turnips undt bunless ve veed ubbout im in zee verry near fouture ve vill sendt zee Kommitty to see Mr. Foley, undt dat vould nut bee nice.

Sow freends lett us veed more ubbout our grayt hero undt bee dun vis sees narste Englanders, Scottishers, Svedes undt Sous Amerikans.

Now all you veaders of AUTOSPORT, demund to veed more ubbout Von Turnips glarios adventures undt saluowt zee Faderlands graytst Hero Uzervise ve vill come FROM PRUSSIA VIS TUFS.

BERLIN. ZIE KOMMITTY
(Adolf Von GroSmouller, Hermann Sidewinder, Count Cornelius Current Crumble, Baroness Mariene "Pussycat" Stridenberg (Berlin 75920 —Good chassis but decaying Bodywork—all reasonable offers considered).



Road test/John Bolster

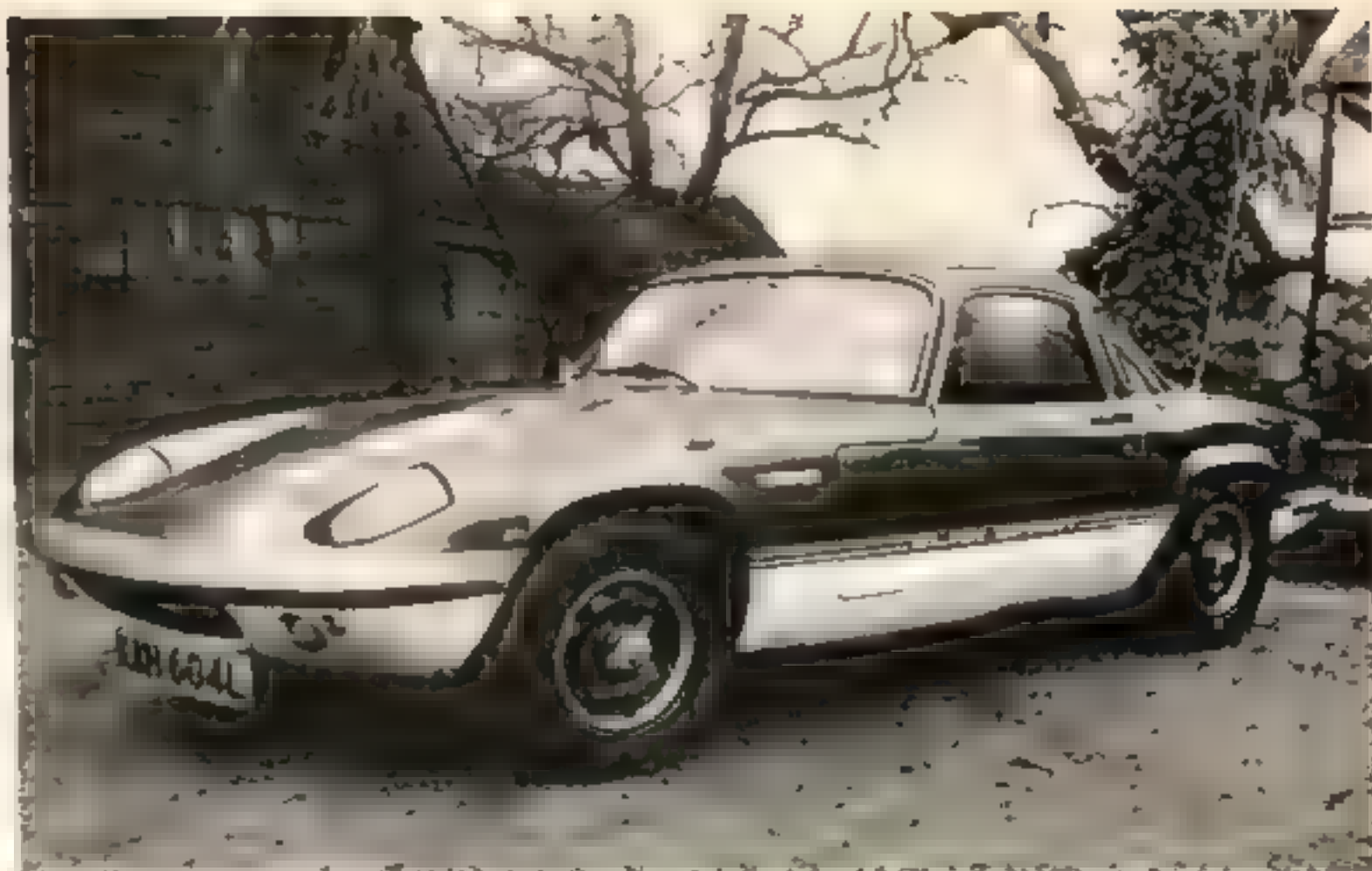
I feel ten years younger! I've just spent a week driving a real sports car and once again I am reminded that there is no substitute for the genuine article. Proper sports cars should be closely related to racing cars, as Ettore Bugatti once proved when he sold replicas of his Grand Prix cars for road use. Formula 1 machines are no longer two-seaters and are perhaps a little impractical; it would be difficult to go to a dinner at the Dorchester in one, for instance though it has been done with a G.P. Bugatti. However, it is still feasible to make a sports car that handles like a racing car, provided that the designer has as much racing experience as Colin Chapman.

It is also possible to assemble quite an acceptable sort of sports car from a mixture of bits of popular cars, and even saloons can be persuaded to handle remarkably well, as their lap speeds in races prove. Nevertheless, you have only to get into a Lotus Elan and drive it on a winding road to realise that there is no comparison. Its small size is an immense advantage but it is that fantastic cornering power, combined with really quick steering, which makes it so different from anything else. You simply throw it at a corner and it goes round in complete safety at an absurd speed. It is not so much the speed as the incredible ease of the whole manoeuvre, with all four wheels sticking to the road irrespective of bumps, which is so completely satisfying to the driver.

The Elan is a superb sports car because there has been no compromise in its design, which is always fatal. It will carry two people and a small amount of luggage, and it has been built to the minimum dimensions which will endorse these things, plus a twin-cam engine. Size and weight are the two enemies in sports car design, both of which have been conquered in the Elan. As a result, it is an extremely efficient car, and will easily beat exotic machines of far greater power on roads which do not permit them to exploit their maximum speed. The Ferrari Dino is the sports car which most people desire above all others, but there are roads in England where the Elan is its master, both on acceleration and the speed through corners which its small size permits.

The Lotus Elan is ideal for England but its standard gearing is less suitable for the Continent. Under-geared, it simply rushes up to maximum revs in top, when the ignition cutout operates and restricts the speed to 120 mph or so. This is a pity as the ride and roadholding suit bad roads as well as good. Higher gearing would spoil it for England, detracting from that magnificent getaway, and it is to be hoped that the 5-speed gearbox may be made available on this model, though if one rarely goes abroad the expense would not be justified perhaps.

The original design of the Elan was sound, with its steel backbone chassis carrying a glassfibre body like a saddle. However, it is the development which has taken place over the past ten years which makes it such an effective car. I have driven many Elans during that period and have had my quota of troubles, but reliability now seems to have been achieved. The improvement in refinement has been enormous, such things as the exhaust note, especially on the overrun, having been tamed, while the irritating winding and unwinding of the rubber dough nut universal joints has been greatly reduced.



The standard of finish is very high, the appearance of the fixed head model being quite attractive and refusing to date.

Lotus Elan Sprint: Ideal for England

Perhaps the biggest single amelioration has been the adoption of Tony Rudd's Big-Valve version of the twin-cam engine. In spite of a 25 per cent power increase the unit is also mechanically quieter than it was and nothing like so fuzzy when held near maximum revs. Indeed, the sound level inside the car is lower than would be expected, the gearbox and the hypoid final drive both being completely silent. There is very little road noise though some wind noise obtrudes at high speeds. Such mechanical noise as there is comes from a twin-cam engine obviously enjoying its work, and no enthusiast would have it otherwise.

The acceleration through the gears is really vivid while the excellent traction permits very rapid getaways. Of course, the wheels can be spun on wet roads but the adhesion is still more than satisfactory. The gearchange is not particularly tight but it is pleasantly precise in action and the top gear flexibility is quite surprising. Perhaps the most spectacular part of the performance is

the top gear acceleration up hills, the car rapidly reaching 110 mph up quite considerable gradients. This is largely due to the moderate weight which also permits the Lotus to be stopped just as easily as it can be accelerated.

Though the car is small and appears to fit one like a glove, the driving position is excellent and it is quite easy to get in and out. The heating and demisting system is effective, with an electrically heated rear window, and the side windows rise and fall electrically, though rather slowly. The inlets for cool breathing air look very small, but they pass a useful volume. In the past, the retractable headlamps of the Elan have lacked power but they are now better in this respect. However, the behaviour of some other drivers led me to believe that they were not always free of dazzle when dipped. The headlamps still come up flashing when the knob is pulled out in daylight.

Perhaps the go-faster stripes embellished with the words, "Elan Sprint," are not to

The acceleration through the gears is really vivid while the traction is excellent.



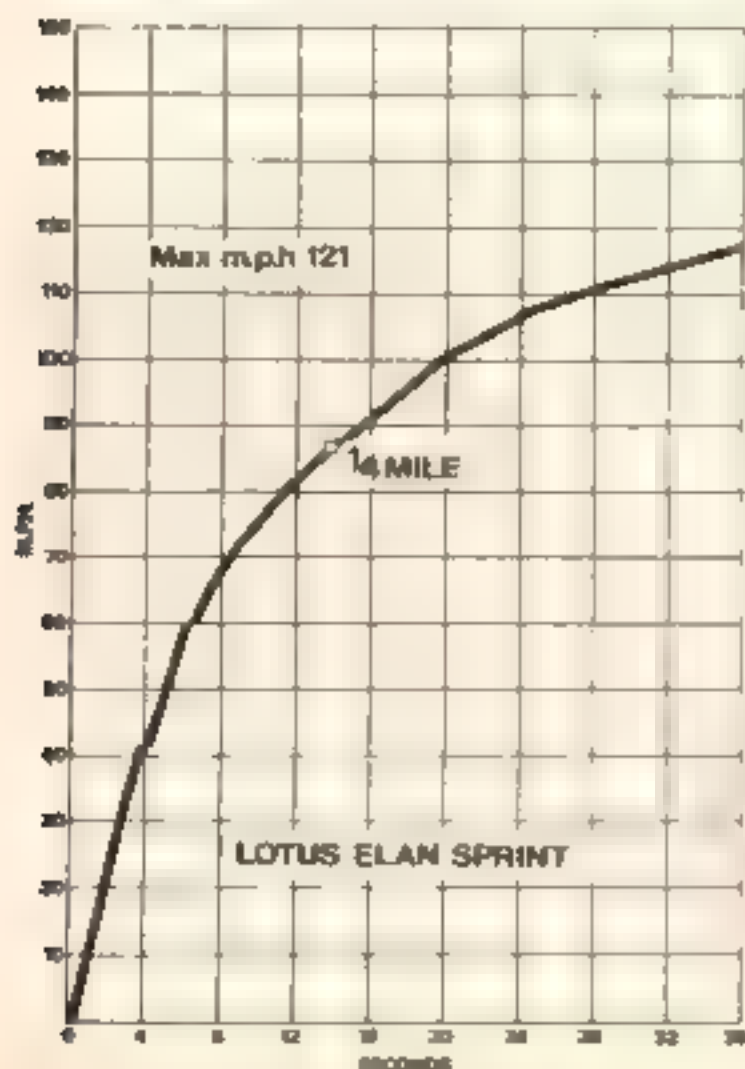
everybody's taste, but the standard of finish is very high, the appearance of the fixed-head model being quite attractive and refusing to date. The interior is exactly right, like so many things about the car, but the bonnet clips are of Heath Robinson design and the inaccessibility of the ignition distributor earns a black mark.

Fundamentally, a sports car designed without compromise and following racing practice must be more expensive than one evolved from existing saloon components. Therefore, the Elan Sprint is costly for its size, a cost which many owners have hitherto usefully reduced by taking advantage of the purchase tax concession on component cars. From April 1, VAT will be imposed and home-assembly will be at an end, the probable tax amounting to something like £450. This will make the little Lotus an expensive car for its size, and though it will still be more fun to drive than almost anything, it behoves prospective buyers to fix up a kit deal right away, if too many others have not already filled the order books.

There are those who think that the sports car is on the way out, because the modern saloon goes so well. Certainly, there is a trend in this direction and many people are buying popular coupés instead, which have a sporting look but can still be used as family transport. Yet, this is far, far away from real sports car motoring and once one has experienced the pleasure of handling a race bred machine, nothing else will do. A really small and light two-seater, that can be flung into corners in complete safety and accelerate like the wind, is still the only thoroughbred sports car. Such a car is the Lotus Elan Sprint.

SPECIFICATION AND PERFORMANCE DATA

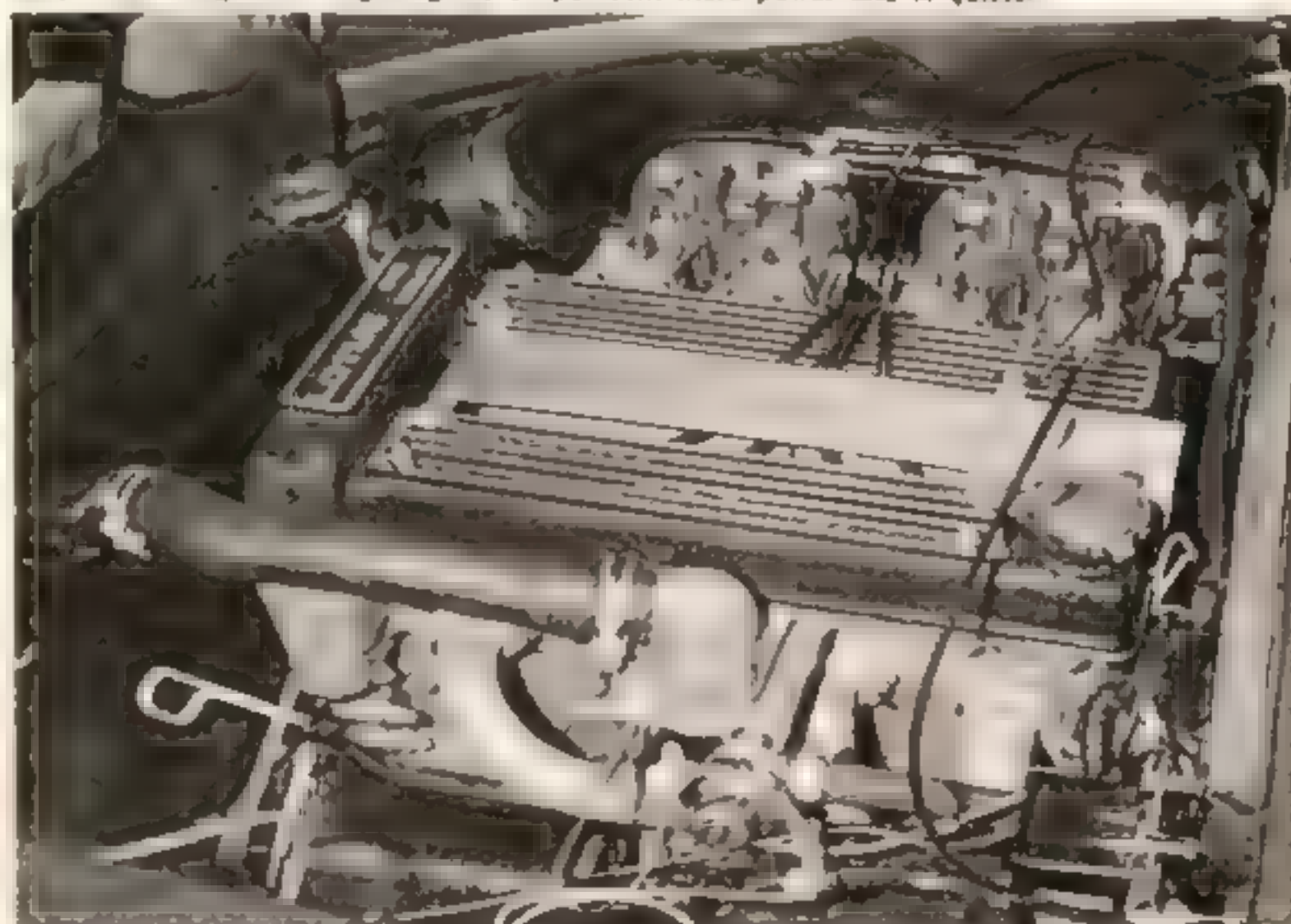
Car tested: Lotus Elan Sprint 2-seater, fixed-head, coupé, price £2471.40, including tax and £2044.00 with tax exemption for home assembly.
 Engine: Four-cylinder, 82.6 mm x 77.8 mm, 1500 cc, compression ratio 10.5 to 1, 128 bhp, revs 6500 rpm, twin carburetors, overhead camshaft, 2 jets.
 Transmission: Single dry plate, four speeds, a synchro mesh gear box with anti-change ratios 1.0, 1.40, 2.0 and 2.97 to 1. Max. 1st gear 14.7 to 1.
 Chassis: Steel barbedone chassis and girders, body independent, front suspension by wishbones, coil springs with telescopic dampers and anti-dive. Rear suspension by wishbones, coil springs and dampers, with anti-squat. Power-assisted brakes, 4 wheels, anti-locking, power-assisted, 135 mm, 3 rows of 14.
 Equipment: 2 oil-jetting and starting with electronic distributors. Radio, 6000, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.
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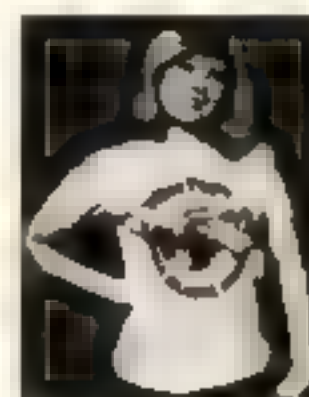
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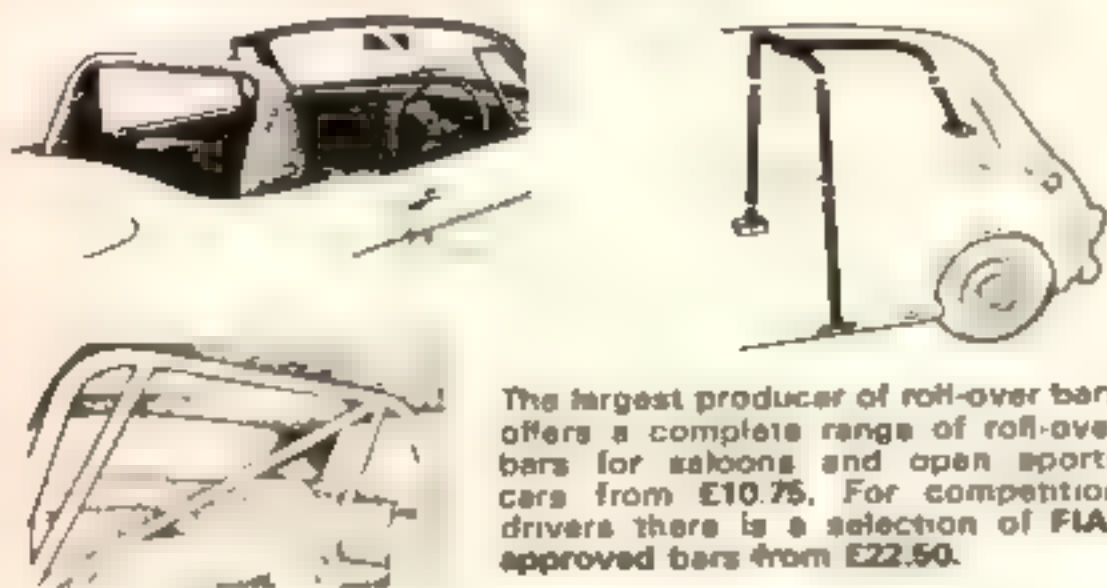
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CLUB NEWS



LYDDEN

Don Gilham's tyre choice pays off in tense final

What must have been one of Lydden's largest ever crowds saw Don Gilham win the WD & HO Wills Embassy Rallycross Championship on Sunday in his Mini-Ford t/s. However Fords dominated the TEAC-organised event, John Taylor's Haynes of Maldstone Escort BDA taking top honours by a second from Rod Chapman's similarly engined Stormont model. It looked at one time as if Keith Ripp was going to snatch the championship from Gilham's grasp, but Don's gamble to change from racing tyres to chunkies for the final run paid off and he pulled himself up to fourth place behind Peter Vaughan's Longman Mini.

Sunday's weather felt more like spring than the middle of winter and thus the tarmac was dry although a little dusty and the untarmaced sections were hard but pretty slippery. These conditions made the runs a lot closer as well as 20 s quicker than the penultimate championship round in January.

The first couple of runs gave untroubled wins to the Minis of Len Payne and Brian Kippax. John Smith's Imp, quoted in the programme as 1920 cc, threw away his lead on the next run with a spin at Pits, while in the following group, John Button's 1600 VW contrived to do three identical spins at Pits on three laps. The heats in question were won by the Minis of Bill Howden and Barry Hathaway although their times were uncompetitive.

After being the leading Ford in the last round, Ron Douglas was hoping for even better things in his Escort BDA and he had a truly exciting dice with Nick Jesty's Wessex Racing

Mini, who was one of three drivers to have a couple of cars at his disposal, the others being Chapman and Taylor. Douglas led by a whisker until the last lap when in a very hairy piece of motoring through the chicane the west countryman took the lead to record 3 m 29 s, Douglas finishing 0.2 s behind. Eric Nosek, still aching after his enormous accident three weeks ago in which he broke three ribs and his shoulder blade, was taking things a little more sedately in Don Gilham's spare Mini, and he finished second to Mark Patrick's Mini in the second group.

Don Gilham's Mini-Ford and John Taylor's movie camera laden Escort BDA jostled merrily in the next run, and except for a brief spell on the meadow on the penultimate lap, Taylor led all the way to put up fastest time so far with 3 m 27.6 s, 1.6 s better than the championship leader. January's winner Brian Stabler's ill luck started when his Mini went the wrong side of Mabb's Bank incurring a no-run. Keith Ripp's self-tuned Mini was just 0.4 s quicker than Gilham as he won the second group how he pleased. Hugh Wheldon couldn't re-produce his Cadwell form of the previous week although he did win the next heat after nudging his way past Peter Vaughan's Longman Mini at the chicane on the first lap. Hugh was having trouble keeping his Cooper 5 in gear and he recorded 3 m 29.4 s while Vaughan was 2.6 s slower. Rod Chapman's task of winning the second group was made easier when Tom Airey's Mini went the wrong side of Mabb's, the Stormont Escort BDA moving in to second place albeit 0.8 s slower than works Ford

This year's Embassy champion Don Gilham leads last year's title-holder Hugh Wheldon.



Middlesex's Don Gilham, 32, with the Embassy trophy

colleague Taylor. Chapman tells us that the alloy BDA engined Escort should be available for the non-championship March event. The remaining four runs were run off with little drama, and gave victories to Gary Street, whose Mini moved in to eighth place by recording 3 m 31.4 s. David Jones' similar car and Tony Ford's 1650 Escort.

The second runs started unspectacularly with wins for Alan Jones' Anglia and Pauline Nosek's Cooper 5 while David Potter (Cooper S) was heading for a good time in the second group of the next run until he tangled with the Minis of John Williams and Len Payne. Williams still won his heat while Hathaway just pipped Potter. Jesty, Vaughan, Ripp and Mick Bird's Mini came together in the next run. Ripp held a tenuous lead until



Sunday's winner John Taylor (left). Craft champion Peter Vaughan (right).

Vaughan nosed by on the meadow on the second circuit, and he moved in to the overall lead with a scintillating 3 m 26.2 s, over a second quicker than Ripp, while Jesty did 30.0 s. However Vaughan's lead lasted approximately 10 s for Taylor dominated the second group to record a faultless 3 m 25 s, which turned out to be out of reach and out of sight of anybody else. Douglas tried gamely to stay on terms but in the end was 2.4 s in arrears.

The next runs were stopped when Tom Airey's Mini leap-frogged Mabb's Bank and collected Gary Street who came off worst with a heavily modified passenger door. Gilham used the extra twin-cam horses to edge ahead of Wheldon on the re-run but then on the chalk on lap 2 the apple farmer gave Gilham quite a nudge which sent him spinning into retirement. Hugh was nearly 3 s slower than his first run time while in the depleted second group, Chapman only had Roger Burn's Imp to contend with, and with a clear track he moved into second place with 3 m 26.0 s. After missing his first run Bill Airey's 998 Cooper suddenly appeared on the scene and moved on to the leader board 0.8 s short of 31 m. The remainder of the second runs were run off with little fuss although Tony Hubbard tipped his Mini over at the bottom of the meadow on the very last run.

With TEAC getting through the programme very quickly, there was time for a breather before the third and crucial runs commenced. Unless Gilham could go quicker, the championship was going to go to Ripp. However he decided to take a gamble and change from his racers on to his chunky tyres. It was to be the best decision he's made in his life. Galloping Gilham came to the line with



Which way, rallycross? Chapman's Escort threads its way past Street's battered Mini, while Burn's Imp gives away plenty of room.

charging Chapman, together with Jesty and Mike Partington's Cooper S. The Mini-Ford hit the chalk in third place behind Chapman and Jesty and although he got inside Jesty at the hairpin, he still couldn't usurp the more conventional Mini. However Chapman and Jesty had a coming together on the chalk on lap 2 which resulted in Jesty's retirement. Gilham completed the three laps on the Escort's tail, but just didn't have the

the championship with the last run of the day? The answer was no. Ripp was pushed, literally, most of the way by Wheldon, but could not better his second run time, finishing equal fifth with Douglas and second overall in the Embassy championship, eight points behind Gilham. Wheldon just made the top 10 by virtue of his first run time to be joined by Tom Airey, whose fabulous side-by-side dice with Brian Street was over-shadowed by the interest in Ripp's progress.

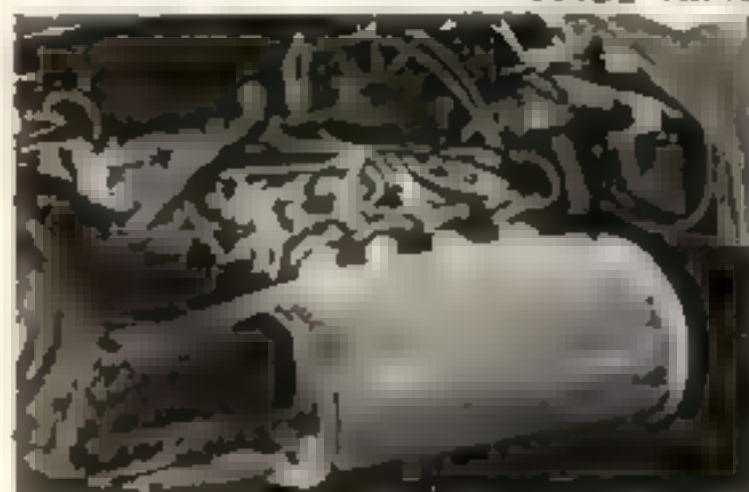
PAUL KING



Escort exponents, Ron Douglas (left) and Rod Chapman (right).

power to get by the wide Escort. Chapman couldn't better his second run time, but Gilham's 3 m 27.2 s, 0.4 s slower than Chapman, was good enough for fourth overall and now Ripp had to split the two Escorts if he was to take the title. In the second group Bill Airey clung gamely on to Taylor's tail and slipped into the results for the first time in equal seventh place with Jesty. On the same run Vaughan spun in to retirement on the first lap and so he finished third, splitting Chapman and Gilham. Doug has failed to better his time and so he finished fifth.

And so, was Keith Ripp going to snatch Jousting Minis of three-wheeling Ripp and Wheldon.



The fuel-injection on George Jackson's Mini.

WD & HO Wks Embassy Rallycross Championship.
Round 1 1 J Taylor 18 Ford Escort 8 A 3 m
50.3 2 R Chapman 8 Ford Escort 8DA 3 m
56.0 3 R Vaughan 13 Cooper 51 3 m 26.2 s
4 D Chapman 14 Ford 3 m 47.2 s 5 K
Ripp 15 Ripped 16 A 2 Doug 17 8 Ford
Escort 18 A 3 m 31.3 s 7 W A 19 10 Co
Ford H 20 J 3 m 31.3 s 21 M 22 9 A 23
0 3 M 24 J 25 H 26 W 27 J 28 C 29 3 m 34.1 s
Final positions of the 1972-73 WD & HO Wks
Embassy Rallycross Championship 1 Don Gilham 94
pts 2 Keith Ripp 36 3 Rod Chapman 34 4 John
Taylor 31 5 Ron Douglas 29 6 Peter Vaughan
25 7 Tom Airey 23 8 R A Jessay 22 9 Hugh
Wheldon 2 10 Brian Street 15



TOCKY BONK

Moffatt starts on high note

The 1973 production car trials championship got away to a healthy start indeed last Sunday when Dudley & District CC gathered some 71 competitors for their annual Tocky Bonk event at Hoo Farm, Kidderminster, first of the year's BT&RDA and RAC Championship rounds.

Encouraging as this was to the organisers—and to the competitors—who always like to see new faces, it is far too early to say that this is the first sign of the revival so badly needed in this branch of the sport. Thirty-nine competitors were entered under BT&RDA and 33 had registered for the RAC Championship. What was particularly pleasing was the variety of vehicles. A Lotus Europa, a Volvo 145 Estate, a brace of Clan Crusaders and a Datsun 240Z added colour indeed to the usual parade of Minis, Escorts, Midgets, Sprites and Imps.

New regulations

With 36 hills to contest it was the first event where the new tyre pressure regulations were enforced, minimum pressures up from 12 lbs to 15 lbs, and it was soon apparent that even under very good conditions, and they were excellent at Hoo Farm, that driver ability is going to count even more than ever in 1973. The event was won by the triple double champion Bill Moffatt with his Imp, but he had to work really hard to pull out victory by two marks from Don Hobbs, also Imp, who took the rear engine class.

Moffatt with a total of 57 marks lost had an index of 60.09%, a clear enough outright victory, but in the other three classes, margins could not have been much closer. Mike Harrison won the sports car class in his Midget on an index of 84.03%. Austen Rumney's front engine fwd class win with the Austin 1100 was 84.31% and Mac Hazlewood (Mexico) had a figure of 84.36% in the conventional saloon category.

Rumney's recovery

In the front engine, fwd class Rumney started well but then faded before lunch where he was only third to Alf Williams (Mini 1275) who led on 71 marks with John Hodgson (Mini 1000) on 76 and Rumney trailing on 80 marks. He recovered excellently thereafter to win with a 147 total, three ahead of Hodgson with Williams back on 154.

Mac Hazlewood had no lapses in winning class B, his Mexico quickly showing a clean pair of heels to his nearest challengers. Mac opened up a 14 mark lead at the interval and increased this to 18 by the end of the day for a 116 total. Denis Wells' Skoda was his early challenger but he was hauled in—just—by Phil Shaw (Mexico) who took second on furthest cleanest, both dropping 134 marks, with Mike Stephens (Mexico) a lowly fourth on 140 marks.

Eight cars contested the sports car class and inevitably it was a straight fight between Mike Harrison (Midget) and Jean Hazlewood (Sprite). Mike held a tenuous lead throughout and with Jean pressuring him it was a good contest. Four marks apart at half time they finished only three apart and their championship battle is already joined in earnest once more. Malcolm Brown (Sprite) was a distant third and Martin Barnard, the autocross expert, brought his Datsun 240Z into fourth.

Moffatt led Hobbs by five marks at lunch with Chris O'Connor third, a mark adrift of Hobbs. Ron Blackburn had also been going well in the early stages but he threw his chances to the wind on the last section before lunch when his Imp died on the 11 mark. Why—it had run out of fuel!

Overall W Moffatt (Imp), 57 marks, 60.09% Class winners: A Rumney (Austin 1100), 147 M Hazlewood (Mexico), 116 M Harrison (Midget), 107 and 65 Mrs Jean Hazlewood (Sprite), 170

Tony Harrison's surprise; Hurt tackles Kincraft duo

Just when it appeared that the matter of tyres had been resolved by the results of the past few weeks Tony Harrison threw a spanner into the works by winning Sunday's Geoff Taylor trial against the strong opposition of 22 of his contemporaries.

Although the field lacked the numerical strength which has been building up during the preceding weeks there were on hand most of the leading Midland drivers with Lol Hurt and Don Williamson journeying south to enter. Particularly noticeable was the absence of all the southern contingent who found the locally organised Duckhams round more attractive than the journey to compete for Sempert BTRDA or RAC Championship points.

Tony Harrison's Kincraft had received the ministrations of its constructor since last time out, the car having been fitted with the latest type of suspension to allow greater movement over uneven ground. Hurt had forsaken his Michelin tyres in favour of a set of Semperts, but the remainder of the field retained the same "boots" as at the Kitching trial. Reg Allen was giving the Cannon, normally piloted by his nephew Richard, an outing to compare performance with his own, rather troublesome Renault engined version, whilst RAC competitions man, Chris Belton turned up to passenger David Baxier on one of his rare appearances this season.

Extra skill needed

The Hagley and District Light CC had laid out a dozen hills which were rather neatly divided between wooded slopes and open inclines at their familiar venue, Rockhill Farm, Greet, near Tenbury Wells. With clear skies and a trace of spring in the air the day could not have been more suited to the sport. Surface slimes was much in evidence, although at no time did the surface degenerate into thick mud. Considerable skill was required to maintain forward motion and the prophecy of high scores proved to be well founded as the morning wore on.

The completion of the first of the four rounds saw Lol Hurt (BMC Special) a couple of points clear of Harrison, these two holding a handsome 14 point advantage over Jack

Pearce (Kincraft) who lay in third place although in some danger of falling prey to Ivor Portlock in the Dryad. Mike Smallwood had an identical score to that of Portlock and looked to be well in the running for a "pot." Reg Allen was pressing on well in the BMC powered car and holding a commanding sixth place at the expense of old stager, Ron Kemp (Kincraft) and one of the latest arrivals, Julian Fack who was driving Ivor Portlocks' old Cannon with tremendous verve. His brother, John, was amongst the early retirements when the steering rack snapped after the car struck a tree with rather more force than was anticipated. Although the farmer provided the use of his welding equipment to effect temporary repairs they were completed too late for the car to be classed as a finisher and the luckless driver and his twin brother, Jeremy, spent the afternoon exploring the car's capabilities. Bill Warr retired during the opening round with the "A" frame of the Bilbo snapped in two at the apex.

Harrison v Hurt

No modifications were made to the course prior to the second round, other than minor improvements gained by opening corners slightly, and it was soon clear that the struggle for overall supremacy would continue to lie between Harrison and Hurt. With two tours under their belts the advantage lay with the Kincraft driver who had dropped only 16 marks to reach the lunch stop with the total of 42. Hurt found the going less to his liking and dropped a further 21 points, falling four behind Harrison and beginning to feel the squeeze from the Pearce-Kincraft combination.

Whilst Portlock retained contact with the leading trio, Smallwood was beginning to fall into the clutches of Reg Allen. By this time Bill Evans was starting to make his presence felt, moving up two places into seventh spot ahead of Kemp.

Lunch completed the drivers applied themselves to the task in hand and the valley was soon echoing to the screams of engines, and in many cases the groans of the drivers! Neither Julian Fack nor Bill Evans were destined to survive this penultimate round,

the former breaking first gear whilst the Beva fractured both arms of the "A" frame when it leapt impetuously into a deep rut on section five. Still Harrison clutched the lead, the third round costing him eight points to Hurt's seven and reducing his lead to only two. Best round of the day by Jack Pearce cost him only four marks and brought him within seven points of the leaders with Portlock losing ground, although in little danger of falling prey to fifth placed man Reg Allen.

Don Williamson's steady driving in the Duncan was bringing him dividends, the sixth place earned by him at this point in the day being achieved by a respectable 16 on the third time round. Bob Dayson too was driving well to hold his Cougar BMC in seventh spot, a position he shared with Frank Lewis who had climbed steadily through the field in his Cannon which he had not brought out for several months.

Hurt — drops points

Four hills were dropped from the trial for the final round and with everything to gain it was Hurt who fell foul of the markers. The loss of 23 points dropped him into third spot behind Pearce who is ever ready to profit from others' errors whilst seldom turning a careless wheel himself. Harrison failed to match Pearce's final round of eight, but the loss of 11 ensured that he could not be overtaken.

Twenty points in arrears of the leading trio Portlock came home a comfortable fourth, whilst the biggest surprise of the day was the emergence of Frank Lewis in fifth spot. Both Lewis and Kemp benefited from the demise of Reg Allen whose clutch disintegrated two hills from the end and prevented him from attacking those sections, although he limped up them as far as he could in order to be classified as a finisher. His was a worthy, though disappointing seventh place.

Victory for Tony Harrison on his Michelin tyres will probably send several drivers scurrying to their garages to look again at these treads, though it is unlikely that there will be many who will change from the more popular Sempert wear. Adding further to the confusion was Frank Lewis who rode to his fifth place aboard a set of Goodrich GT100s!

GEOFF HERRINGTON

Young's clearcut win in Rhyl

Rhyl & District MC's Rall Gogledd, over 190 miles of some of the best known North Wales rally country last weekend, resulted in a clearcut victory for Roland Young/Dave Cowell in their Mexico, the car which they won for their championship success last year. This experienced crew dropped only 8 m 1 s during the five night where some slippery sections caught out the unwary. Sponsored by Allitta Motors of Rhyl, who also provide assistance to Young, the event attracted 103 starters and 70 managed to get back to Llanfahan, the event having started in Rhyl.

Second overall was another well known Mexico championship regular Peter Hughes who, with Richard Morris, dropped 13 m 8 s. Third, after feeling ill for much of the night and suffering a couple of punctures as well, was Ian Rodgers who had Gareth Thomas reading in their Escort TC. They dropped 17 m 55 s to finish under a minute in front of Frank Davies/Nell Wilson (RS 1600), who had 18 m 45 s against them. The Opel Ascona of Ray Holland/Geoff Whitaker was fifth on 20 m 18 s and the leaderboard was completed by Wyn and Gareth Mawby (Mexico), on 21 m 42 s. Leading the semi-experts were Robert Williams/John Roberts, who were seventh on 24 m 49 s in their Escort TC and the novice class went to the Lotus Cortina of Peter and Phil Roe of 1F, 45 m 59 s.



Club events this weekend

At Brands Hatch this Sunday, the Circle and Harrow CC are staging a sprint meeting on the club circuit. Over 120 entries have been received for the event, which starts at 1 pm.

Also this Sunday, the first round in the RAC and Castrol/BTRDA autotest championship gets under-way at Princes Park Coach Park, Eastbourne, at 10.30 am, organised by the Eastbourne & DMC.

For production car trial enthusiasts, the second round of the Duckhams RAC production car trial championship takes place on Sunday organised by the Farnborough & District MC. Called the Valentine Trial, the event takes place at Tunnel Hill, Pirbright, Surrey (189/812550) at noon. Another popular trial on the programme this Sunday is the Dukeries MC's Up and Over production car trial, starting at 11 am at Old Clipstone, Mansfield (112/599652).

Players sponsor Scottish autocross

Scottish motor sport takes a look up this season, with the announcement of the Player's No 8 Autocross Championship, for points and prizes totalling more than £750 in cash and trophies. There will be a country wide spread of meetings from May until August, and the clubs holding championship meetings will receive contributions from Players, towards their costs.

The first qualifying event will be held by the St Andrews and DMC on May 20. Glasgow Police MC will hold the second, probably in the Erskine area, on June 10. The Highland CC will be the organisers for the third, in the Inverness area, on June 23. The fourth meeting at Dundee, on July 16, is being arranged by the 750 MC, possibly in association with the 55 CC. The meetings then move south to the Stranraer and DMC on August 5, followed by the Berwick and DMC meeting on August 12. The championship

Harris in command

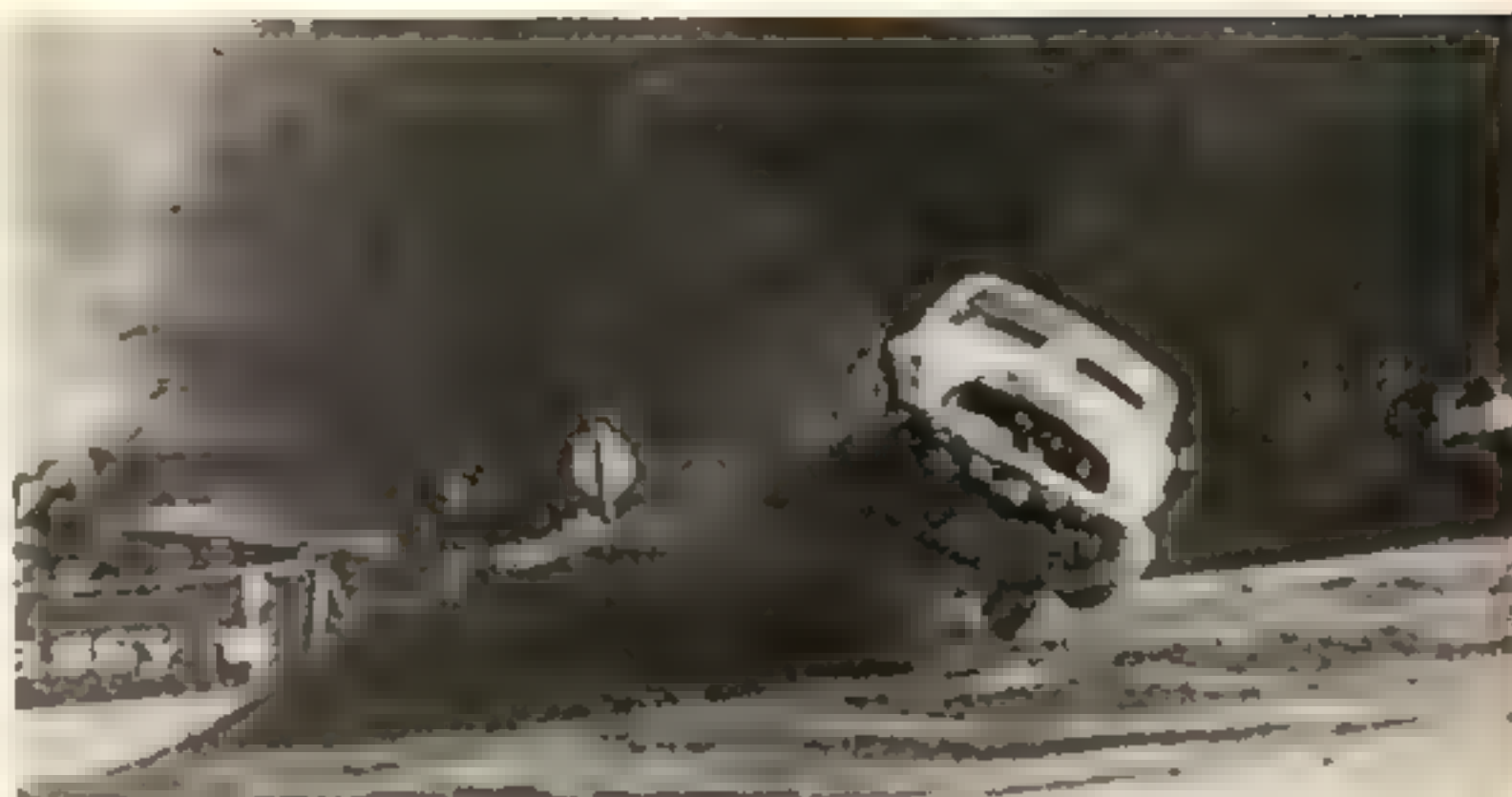
On a very slippery Ellough Airfield Don Harris took complete command of the conditions with his MG Midget and took BTJ in Gt Yarmouth & Lowestoft MC's first autotest meet of the season by a massive advantage of 35 s. The usual band of regulars turned up on Sunday, January 28, for points in the first round of the club championship and with all times counting for the 12 runs the scores were much affected by both pylon and "line" penalties. Bob Scott borrowed his sister's Mini 1000 to try fwd as opposed to his usual fwd mount and shook the regulars in the class, winning by 4 s despite penalties.

With Brian Potter still out of action following his "Factory Fun" shunt Don Harris was under no real pressure in the sportscar and Cooper S class. Derek Brown started well with his Midget but with both a pylon and a wrong direction penalty before halfway he was put well out of the running. While way behind Harris the second place could not have been closer, 0.2 s separating John Love (Cooper S) and Alan Rayner (Midget), the Mini taking the place.

John Calton continued to get the feel of his Mexico in the battle for large saloon points and found its LSD a considerable advantage.

BTJ D Harris, MG Midget, 447.5 s.
Class winners: R. Scott, M. A. J. 5' 18.4 s Harris.
J. Calton, Ford Escort, Mex 10, 482.6 s.

• New executive director and secretary of the Bugatti and Ferrari OCs is Sir Anthony Stamer, Bart, and the club's office is Cedar Court, 9 The Fair Mile, Henley-on-Thames, Oxon, RG9 2JT. Tel: STD 049-12 2331



Oh dear! The final of Wille rallycross championship at Lydden, proved harassing for this Mini driver.

final will be organised by the East Ayrshire CC on August 19.

The meetings are limited to 120 entrants and championship contenders must register to score points towards the championship. There is no registration fee while the entry fee for each event is £2.

The competition will be held in four classes: (1) Production cars with engines over driving wheels up to 1000 cc; (2) Front engine, rear drive production cars of any capacity; (3) Specials; and (4) Production cars with engines over driving wheels of over 1000 cc.

In the qualifying events points will be awarded in each class down to sixth place with prizes of £10, £6, and £4 for the first three in each. The fastest time of the day will win the driver £5 and a tankard. In the championship final the major award will be a Player's No 8 Gold Cup with class awards down to fifth place of £20, £15, £10, £7 and £5. Again the fastest time of the day will win the driver £5 and a tankard.

Thrilling end to Mercian Rally

John Woodcock and Dave Sanderson (Clubman) of the Rugby & District MC gained a thrilling 15 s win over fellow club mates John Bygrave and David Lloyd (Escort GT) on the Coventry & Warwickshire MC's Mercian Rally last weekend. They won the event (a restricted one for the first time), by dint of a quicker time on the only selective on the 150-mile route on OS132 and 145. The selective, a five minuter, came at the end of the event to round off a good night's entertainment for the 112 crews of whom 89 finished.

Things were even more exciting at two thirds distance, for three crews were level on 9m. The two leaders were joined by Nick Pollitt/Phil Shaw (Cooper S) of the Owen club but they dropped slightly behind schedule to finish third. Fourth overall, and a surprise to many except perhaps the crew, was the Triumph Dolomite of Graham Parker and David Booth who were a minute behind Pollitt/Shaw, but a mere 10 s ahead of fifth crew and winners of the semi-expert class Derek Smith/Tony Timms (Mini GT). Completing the leaderboard came Dick Spilsbury/John Wood in their Coopers. The novice award went to Mick Smetts/Bob Hiron (Mini 850). The honour of fastest on the selective (it did not carry an award), went to John Smith/Keith Ledbetter in their Escort TC who dropped 1 m 13 s.

1. J. Woodcock & D. Sanderson, MG Midget, 12 m 30 s
2. J. Bygrave & D. Lloyd, Escort GT, 12 m 45 s
3. N. Pollitt & P. Shaw, Cooper S, 12 m 55 s
4. G. Parker & D. Booth, Triumph Dolomite, 13 m 05 s
5. D. Smith & T. Timms, Mini GT, 13 m 18 s
6. M. Smetts & B. Hiron, Mini 850, 13 m 30 s
7. J. Calton & J. Wood, Ford Escort, 13 m 45 s
8. J. Smith & K. Ledbetter, Escort TC, 14 m 03 s

1973 Hillclimb happenings

News from the hillclimbing world. Reigning RAC Hillclimb Champion Sir Nicholas Williamson is keeping his championship-winning March 712, but will be installing a F1 DFV engine into it. Similarly, Tony Griffiths will be using DFV power in his Brabham BT33, now that he has sold his 5 litre Repco unit to John Cussins. Tony Bancroft has sold his Chevron B19 to Phil Scragg and has acquired Bill Woods' McLaren M10B, while Richard Thwaites' McLaren M10B will sport a 5.7-litre Chevrolet mill.



Williamson — keeping March, but with new engine.

Chris Cramer, of Terrapin and U2 fame, will be going to single-seater. He has purchased a Formula 3 March which is being fitted with the 2-litre BDA engine from Sir Nicholas Williamson's car. Roy Lane has reverted to Webers instead of fuel injection on his McLaren M10B, while Jeff Goodliffe, three times winner of the Castrol BARC title, is rumoured to be going single-seater. The first round of the RAC Hillclimb Championship takes place at Loton Park on April 23, with a preview event at Wiscombe on April 15 when AMOC stage their annual Dally Mirror meeting.

With continually depressing stories over noise at race circuits, it now seems that hillclimbs are also unsafe from the locals. Prescott meetings this year will have certain conditions stipulated in an attempt to curb noise complaints from the residents. Among the new regulations are silencers to be fitted to all cars warming up in the paddock, certain classes to have silencers fitted when competing, and the appointment of noise judges who will exclude any competitors whose car fails to comply with these new noise regulations.

Prescott's 35th anniversary takes place on Saturday, June 30, when there will be a special international hillclimb on the original short course for prewar cars only.

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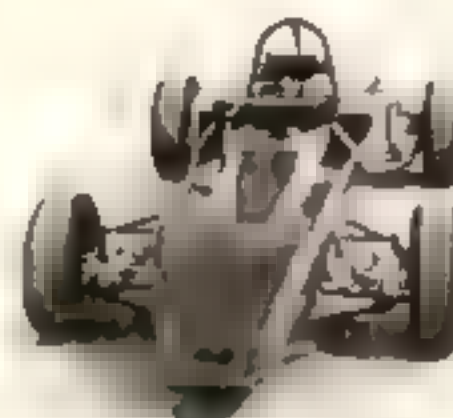
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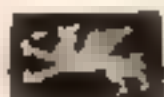
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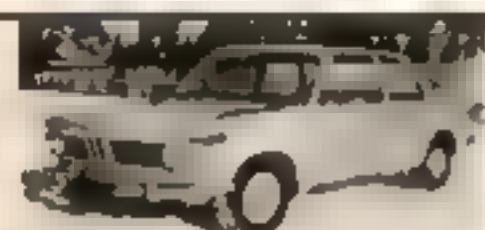
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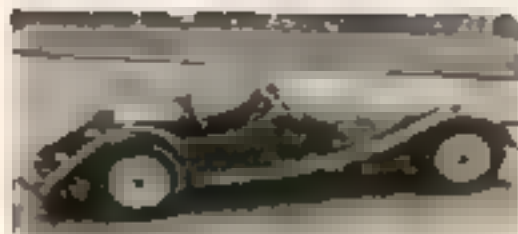
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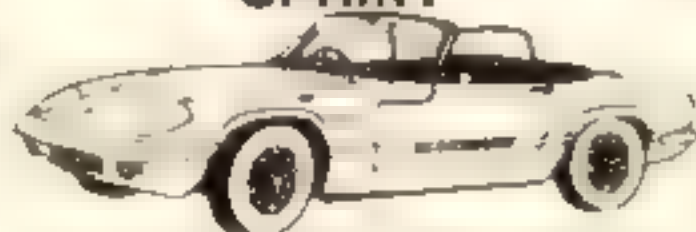
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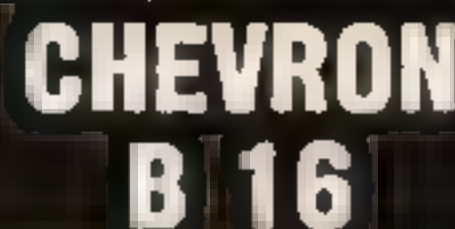
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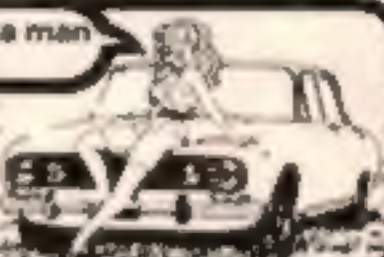
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